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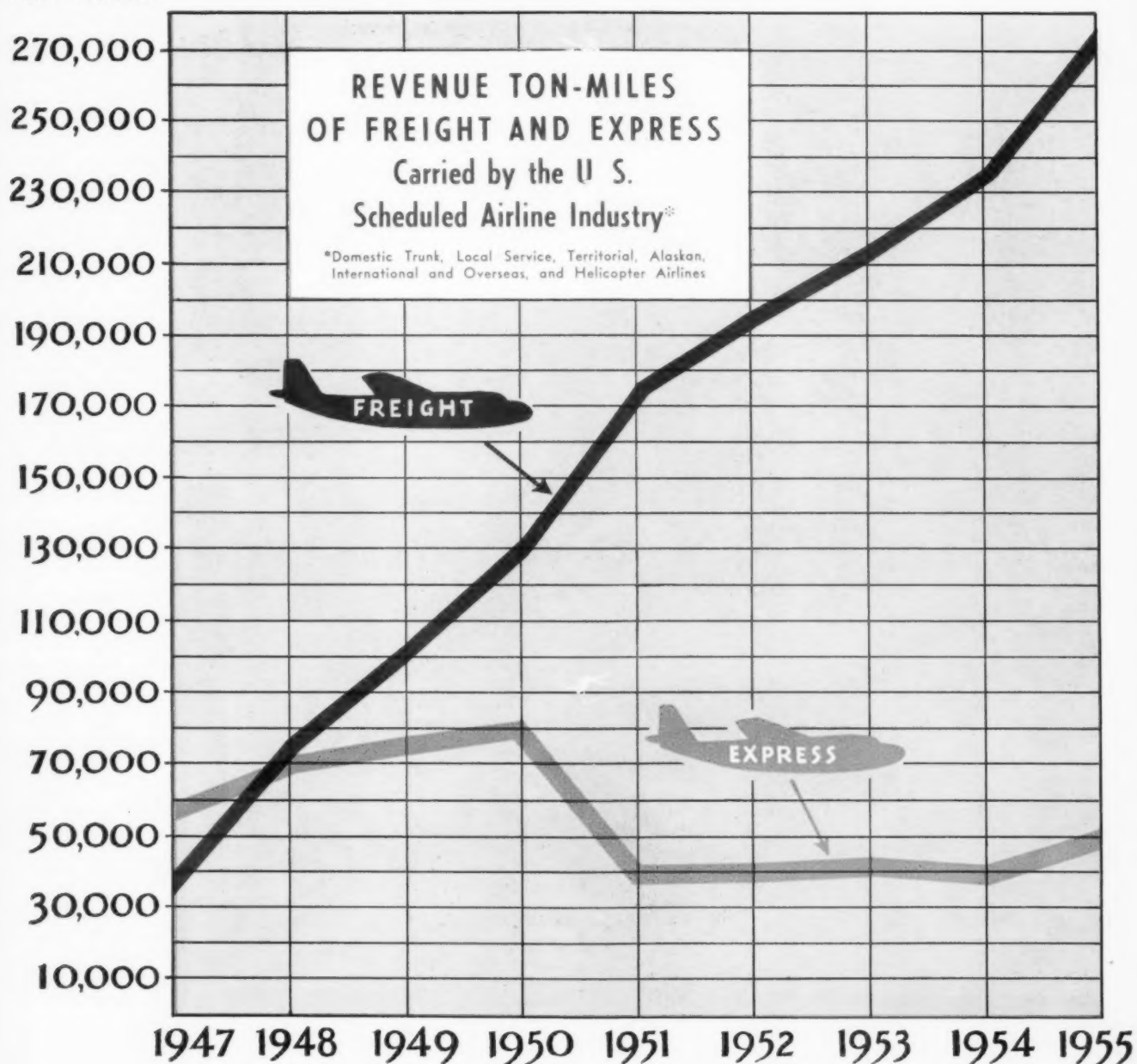
AIR TRANSPORTATION

Vol. 29, No. 1

THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

July, 1954

THOUSANDS
OF
TON-MILES





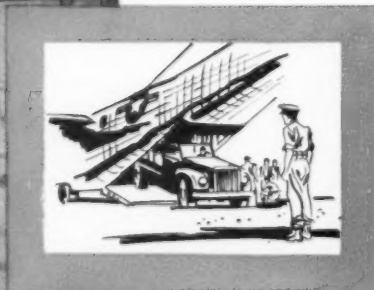
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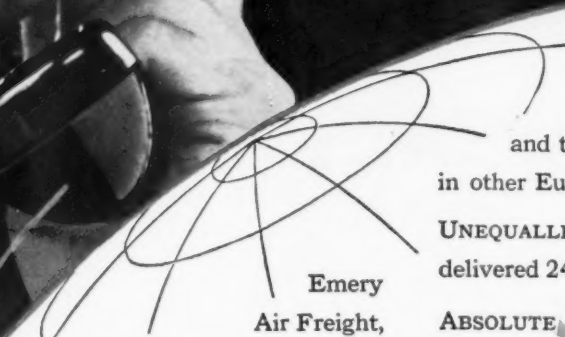
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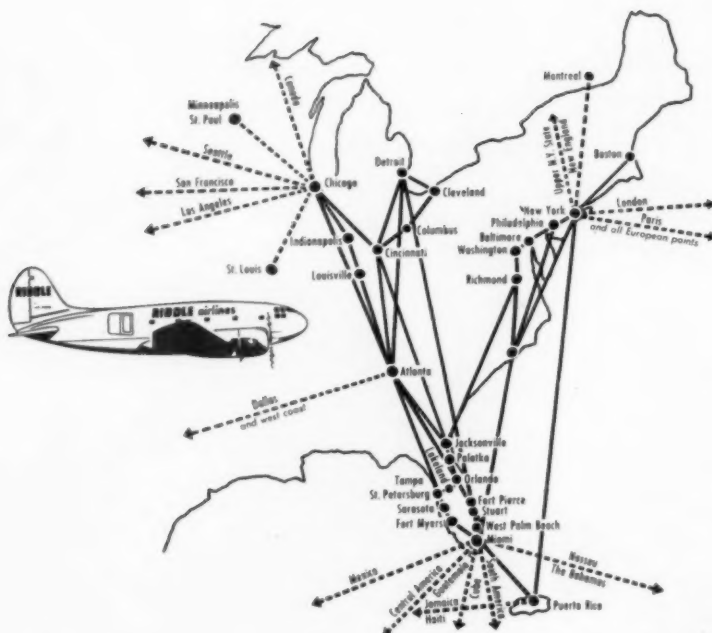
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AIR TRANSPORTATION

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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.

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July, 1956

CONTENTS

FEATURE ARTICLES

The Electronic Brain Reaches Out to Air Cargo	15
Cargorama	16

DEPARTMENTS

Air Commerce	6	Facts and Figures	12
Airports	12	Forwarders	10
Books	21	Handling & Packaging	14
CAB	13	International Air Cargo Rates	24
Charter	11	Mail	13
Club News	21	Military Aircraft	13
Come'n' Get It	22	New Equipment	23
Commercial Aircraft	8	Rates	13
Congratulations	14	Services	8

ADVERTISERS

ASA International Airlines	11	Lockheed Aircraft	18, 19
Air Express International	25, 27, 29, 31	Lufthansa German Airlines	13
Air France	13	H. G. Ollendorff	21
Air-Sea Forwarders	21	Pan American Grace Airways	34
Airline Supply Co.	23	Pan-American World Airways	9
Avianca	12	Parker & Co.	17
Brighton Hotel	20	Peerless Radio Distributors	23
British Overseas Airways Corp.	11	Pitney-Bowes, Inc.	3rd Cover
Delta Air Lines	21	RANSA Airlines	17
Emery Air Freight	3	Riddle Airlines	4
Empire Foreign Air Forwarders	21	Sabena	12
Fairchild Engine & Airplane Corp.	2nd Cover	Scandinavian Airlines System	8
Japan Air Lines	10	Seaboard & Western Airlines	4th Cover
KLM Royal Dutch Airlines	7	Slick Airways	14
LAV	26	Swissair	10

Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 9,673 copies. Gross circulation is more than 10,200 copies. This issue will be received by a minimum of

8,591 shipping and business executives including:	339 airline executives and other personnel
5,771 traffic managers	134 military establishments and personnel
956 presidents; partners; proprietors	72 trade organizations
50 vice presidents	236 Federal, state and city government departments
43 secretaries; treasurers; controllers	87 educational institutions and students
293 freight forwarders	66 business and public libraries
325 export-import managers; export-import merchants	44 foreign governments
259 purchasing agents	43 aircraft and aircraft equipment manufacturers
837 aviation department heads of industrial firms	41 miscellaneous
57 general and sales managers	

The most recent study of Air Transportation's circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of Air Transportation will be read by a minimum of 43,045 persons. The latter figure does not include readers not classified under "net circulation."

DOMESTIC
AIR CARGO



INTERNATIONAL
AIR CARGO

VOL. 29

JULY, 1956

No. 1

West Coast Clearing House Joined by TWA

LOS ANGELES—TWA has joined the Transport Clearings of Los Angeles, a motor carrier organization, which will enable payment of both ground and air shipments on a single bill. This marks the first time an airline has become associated with the West Coast Clearing House.

The airline stated that it will be able to service shippers in California from Santa Barbara to Long Beach, Santa Ana, Riverside, and San Bernardino, and extending to Barstow and Daggett. The clearing house also will handle collections in the Phoenix, Tucson, Boulder City, and Las Vegas areas.

New Military Contract for Riddle Airlines

MIAMI—Riddle Airlines, scheduled all-cargo carrier, has been awarded a \$9.5 million contract by the United States Air Force to haul military cargo. Good for three years (July 1, 1956-June 30, 1959), the airline will fly freight between 20 Air Force bases in the East and Midwest. According to Peter T. Craven, executive vice president, Riddle will fly a minimum of 14½ million miles in the Logair operation.

Riddle, which recently concluded a similar contract in Logair, will be required to make 67 flights a week under the new contract. It will also operate extra sections as required. The carrier also has been participating in the Arctic DEW Line project, in addition to operating regularly scheduled flights between 30 United States and Puerto Rican points.

Minetti Joins CAB

WASHINGTON, D. C.—G. Joseph Minetti, former member of the Federal Maritime Board, was recently sworn in as a member of the Civil Aeronautics Board. His term of office will expire December 31, 1961. A resident of Brooklyn, N. Y., Minetti is a former Commissioner of the Department of Marine & Aviation of the City of New York. In 1950 he served as executive assistant to the Deputy Mayor of the city, and for the next three years held the post of Commissioner for the Board of Transportation.

West Germany in ICAO

MONTREAL—The Federal Republic of Germany has become a member of the International Civil Aviation Organization. Admission of West Germany makes it the 68th member state of ICAO.

\$5½ Million Cargo Center Is Dedicated at Idlewild

NEW YORK—Reputed to be the biggest and most modern facility of its kind in the world, the new \$5½ million International Air Cargo Center, New York International Airport (Idlewild), was formally dedicated late last month. The center is composed of a total of five buildings, four of which will be occupied by airlines and the other by various types of services, including freight forwarders, customs brokers, bonded warehousemen, and cartage companies. Located on an 80-acre site with parking aprons and truckloading platforms to permit the simultaneous loading and unloading of 20 aircraft and more than 100 trucks, the five cargo structures have a combined floor area of 309,000 square feet.

At the dedication ceremony, Donald V. Lowe, chairman of the Port of New York Authority, pointed out that in 1949, the airport's first full calendar year of operation, it handled slightly more than 9 million pounds of air cargo. In 1955 the total had increased to over 106 million pounds, an elevenfold increase in a half-dozen years.

"The importance of air cargo cannot be measured in terms of tonnages alone," he said. "Although future developments in all-cargo aircraft may change the picture, the economics of the situation today dictate that the vast majority of cargo

must be the compact low-weight cargo, the perishable cargo, or the priority cargo. Thus, the value of air cargo is far greater than measured by its weight."

Pointing to the "growing importance of air cargo to the overall commerce of this great Port of New York," Lowe declared that since 1949 total collections of customs duty at airports in the metropolitan New York area rose from \$5,600,000 to \$37½ million in fiscal 1956. The latter figure represented 9½% of the total duty collected on air- and ocean-borne cargo combined.

"But despite the growth to date," Lowe added, "the air carriers have only scratched the surface of the total cargo market. There are, of course, certain commodities which are so large or so heavy in pro-

(Concluded on Page 20)

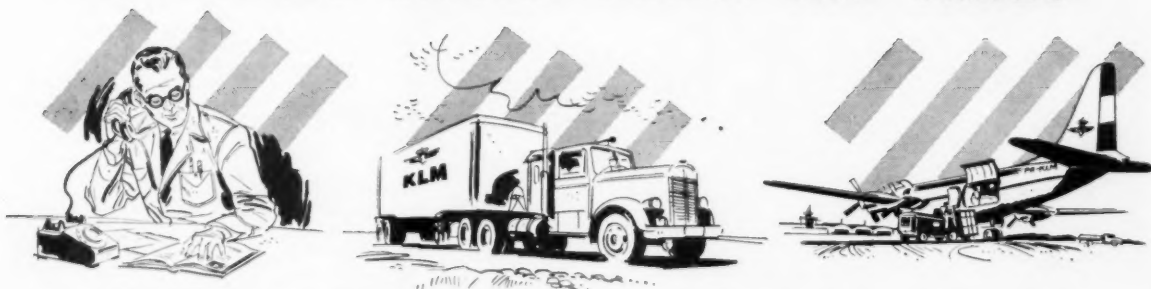


Idlewild's \$5½ million International Air Cargo Center built by the Port of New York Authority. Covering a total of 80 acres, the center comprises four one-story buildings (80' x 750' each), and a two-story cargo service building (69,000 square feet of floor area). The new facility is the largest and most modern of its kind in the world.

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SERVICES

KLM: The Dutch airline has opened links with Budapest and Sofia. Both cities are serviced from Amsterdam once a week with DC6s. Addition of the Hungarian and Bulgarian points brings the airline's

total coverage to 117 cities in 74 countries.

Air France is reported to be using a jet *Caravelle* on a cargo run between Paris and Algiers via Marseilles. Operations are almost daily. A twice-a-day jet schedule is expected within the next few months.

Los Angeles: The helicopter airline has opened scheduled service between Alhambra, California and the Los Angeles International Airport. Initial service is seven flights per day.

New York: The helicopter carrier serving the Metropolitan New York area has increased operations to 49 flights a day among Idlewild, La Guardia, and Newark Airports. Flights begin at 6:50 a.m. and end at 11:17 p.m.

Pan American: Last month Pan Am added a fifth round-the-world flight to its schedules. Eastbound it leaves each Wednesday from London after connecting with Pan Am's transatlantic *Clippers*. Stops are at Frankfurt, Istanbul, Ankara, Tehran, Karachi, Bangkok, Hongkong, Wake Island, Honolulu, and finally Los Angeles. Westbound the flight leaves Los Angeles every Tuesday, making the same stops and arriving in London where transatlantic connections are made. Pan Am terminals in the United States are at New York, Boston, Chicago, Detroit, and Philadelphia.

Panagra: The airline's DC3s operated on the route from Lima to La Paz, Bolivia, and the free port of Arica, have been replaced by DC4s. Flying time has been reduced by 45 minutes and cargo space increased 10 times. The DC4s connect at Lima with Panagra's DC-6B and DC-7B flights from New York.

Swissair: The Swiss carrier now operates eight flights a week, including a Sunday evening all-cargo flight, from New York to Zurich via Manchester and Basle.

TWA: The airline's recently announced agreement with TACA International Airlines has cut 24-hours from the air travel time between Central America and the capitals of Europe. According to Louis P. Marechal, Atlantic Region vice president for TWA, the combined TWA-TACA eastbound flights "will provide the fastest schedule available to Europe from Guatemala, Salvador, Honduras, Nicaragua and Costa Rica." TWA operates *Super-G Constellations*, TACA, DC4s.

Varig: Starting July 3, the Brazilian airline will increase its New York-South America service to three round trips per week. Southbound departures from New York will be on Tuesdays, Thursdays and Saturdays; arrivals, the same days.

Swissair, which has eight Convair *Metropolitans* on order, has increased it to 11. All the *Metropolitans* will be used on the airline's medium-length routes within Europe. Swissair will receive six of the transports this

summer.

Varig Airlines has purchased two

(Continued on Page 10)

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JULY 1956—PAGE 9

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1649A Super Constellations from Lockheed. The Brazilian air carrier is the first South American airline to order this type of transport. Costing approximately \$7 million, including spare parts, the aircraft will be delivered between December, 1957 and February, 1958.

According to word from India, the Indian Government is negotiating with the Soviet Union for the purchase of 14 Soviet Ilyushin airliners. The twin-engine transports are reportedly being made available to the Government-owned Indian Airlines Corporation at extremely low prices. The prospect of a sale is considered bright. Six of the 32-passenger airliners would be for immediate delivery, the report states.



Air Express International: Officials of eight companies were the first recipients of awards for pioneering in air cargo development. The awards, sponsored by AEI, were presented by Charles L. Gallo, president

at a luncheon in the Downtown Athletic Club, New York. Said Gallo:

"Seldom do traffic personnel receive awards—especially for trying a new medium. But these men have performed outstanding service in the pioneering and progress of international air shipping. Through their efforts to improve shipping with faster, more efficient service, they are largely responsible for the development of air cargo and have made the largest contributions to its development."



Winners of Air Express International's first awards for pioneering in air cargo development: Left to right, front row: Robert Hanna, assistant manager of foreign traffic, Esso Standard Oil Company; John Farese, export traffic manager, Winthrop Products, Inc.; Charles L. Gallo, AEI president; C. G. Pravost, manager of traffic and warehouses, International General Electric Company; J. R. Rinehart, manager of Service Division, Westinghouse Electric International Company. Rear row: J. Maurice Thibodeau, who accepted for T. J. Rainieri, export traffic manager, Charles Pfizer & Company, Inc.; Sterling E. Woodin, export traffic manager, Mack Truck, Inc.; Herbert F. Purtell, superintendent of transportation, Texas Company; Dennis McCarthy, air cargo expert, Esso Standard Oil Company; John Mangalese, who accepted for H. Heinbockel, vice president, Neuss Hesslein & Company. In addition to winning an award for himself, Robert Hanna accepted for Alonzo Smith, foreign traffic manager, Esso.

The eight firms represented started shipping internationally by air at least 10 years ago.

An announcement made late in June by Gallo revealed AEI's establishment of through rates for air cargo shipments from New York to Moscow. The AIE president said that "the new tariffs are in anticipation of freer trade relations between the United States and Russia." Rates out of New York are: \$1.70 per pound up to and including 100 pounds; \$1.43 per pound for shipments over 100 pounds. With connections in Helsinki, AEI expects third or fourth morning arrival in Moscow. In keeping with United States Government trade restrictions with the Soviet Union, shipments to that country are limited to non-strategic materials. Construction materials are not allowed.

Air-Sea Forwarders, Inc.: Erwin Rautenberg, general manager, has laid claim to being the first air freight forwarder to use the transpolar route to Europe via Scandinavian Airlines System. Consolidation setup is in Los Angeles. Air-Sea, of course, does not limit its operations to the former. Rautenberg emphasizes that his firm routes freight over all the United States and foreign air carriers.

Emery Air Freight Corp.: A Los Angeles-to-London airshipment record is claimed by Emery. Total elapsed time for a shipment of NBC's TV film, *Steve Donovan, Western Marshal*—from shipper's door to London Airport—was 28 hours. The film, consigned to NBC in



TV film star Douglas Kennedy (guess which one he is) turns over an advance film of *Steve Donovan, Western Marshal* to A. M. MacIver-Campbell, Emery vesp.

London, was turned over in Los Angeles to A. M. MacIver-Campbell, Emery vice president, by Douglas Kennedy, the show's star. At the New York transfer point, where John C. Emery, vice president, and Pete George, International Division manager, were on hand, the shipment was given to John Murphy, of BOAC, who put it aboard the 5 p.m. flight to London. The film, which had left Los Angeles at 2 a.m. on June 1, reached the British capital at 11:28 a.m. the following day.



The Air Charter Traffic Exchange has opened a Chicago office at 7 West Madison Street. Phone: Central 6-1828. Sam Conn has come from San Antonio to take over managerial reins of the Chicago office.

Bill Clark, who manages Dyson Air Freight, reports that



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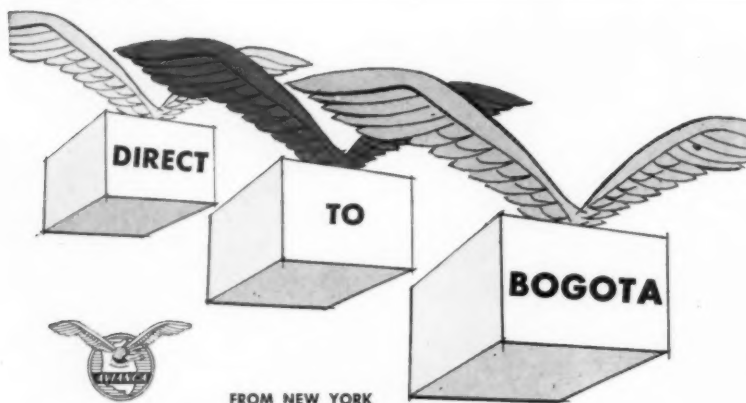
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his Charter Division is receiving "an ever-increasing number of aircraft availabilities from carriers the world over." He indicated that the South American operators "recently posted several southbound availabilities which are considered rare in the New York market. The southbound cargo offerings are usually restricted to two general commodity classifications, pharmaceuticals and livestock, with occasional ship's spares. Unfortunately, the dry cargo is usually available and pregnant only at a time when open leg flights are non-existent, and the cattle movements available only when passenger (convertible) aircraft are offered." And, Clark adds philosophically: "C'est la vie."

Lambert Brothers Ltd., London, reports that "the tone of the market has fluctuated to some extent, with a fairly strong undercurrent of serious enquiry which has tended to come forward spasmodically." The firm points out that there has been greater interest in crew movements, nearly all of which are between India and Europe.

FACTS & FIGURES

Flying Tiger:

Ten percent more air freight ton-miles were flown in April over the total in the same month a year ago. April, 1956 ended with a total of 6,458,995 ton miles. For the first four months of this year, a total of 23,203,726 ton-miles of freight was flown, a gain of approximately 40% over the same period last year.

Panagra: Donald A. Huff, cargo sales manager, reports that cargo traffic during the first quarter rose 36% over the January-March 1955 period. A total of 1,006,620 ton-miles of cargo was hauled during this time as compared with 645,488 ton-miles in the same period of 1955.

Riddle: The all-cargo airline flew 2,798,414 pounds of freight in April, setting a new record for that month. Total was 58% over the 1,770,214 pounds hauled in April, 1955. Riddle also flew 52,952 pounds of charter freight during the same month. The 1,637,208 revenue ton-miles flown in April represented another high for the company.

AIRPORTS

Secretary of Commerce

Sinclair Weeks has announced a list of 368 projects which will receive \$51,863,177 in Federal Aid airport funds for the 1957 fiscal year beginning July 1. This allocation is part of a four-year program for airport construction and improvement, the largest Federal Aid airport program in history. Important sums will be given to the airports at Atlanta, Chicago (O'Hare), Los Angeles (International), Miami, Minneapolis-St. Paul, New Orleans, New York (Idlewild), Oakland, Detroit (Wayne), Nashville, as well as airports in Alaska and Puerto Rico.

Seattle-Tacoma International Airport reports that freight handlings during the month of April were lower than in the same month a year ago. A total of 2,388,445 pounds of inbound and outbound freight was handled last April as against 2,556,170 pounds in April 1955. Express handlings, however, were somewhat higher—208,268 pounds in April 1956, compared with 199,648 pounds in April 1955.

RATES

KLM Royal Dutch Airlines has produced and is now distributing its *Simplified Cargo Guide*. Divided into nine sections, the tariff is designed to provide as much information as possible between the covers of a single book. The airline indicates that this does not spell the end to improvement. Further improvements are planned and it is expected that the information will be expanded. The nine sections of the *Simplified Cargo Guide* are as follows: introduction; general information; miscellaneous information; information by country; loading chart; commodity classification rates; general commodity rates; specific commodity rates; off-line destinations.

MILITARY AIRCRAFT

Fairchild C-119 Flying Boxcars and **C-46 Commandos** participating in Operation Sixteen Tons, called "the biggest airlift in the history of the Air Force Reserve," will fly 1,000 tons of equipment to the Caribbean area.

The operation is under the direction of Lieutenant General Charles B. Stone, III, commander of the Continental Air Command, Mitchell Air Force Base, New York.

Douglas Aircraft reports that the C-133A, in its first month of test flying, flew 10 times. Most recent flight was one of six hours and 30 minutes' duration.

The **British Ministry of Supply** has ordered four additional Bristol *Britannias* for the RAF Transport Command. This brings to 10 the number of aircraft of this type for the RAF.

MAIL

The all-cargo lines, **Flying Tiger**, **Riddle**, and **Slick**, now have more than a month of air-mail carriage experience under their collective belt. **Flying Tiger** began hauling mail on May 25, **Riddle** and **Slick** following

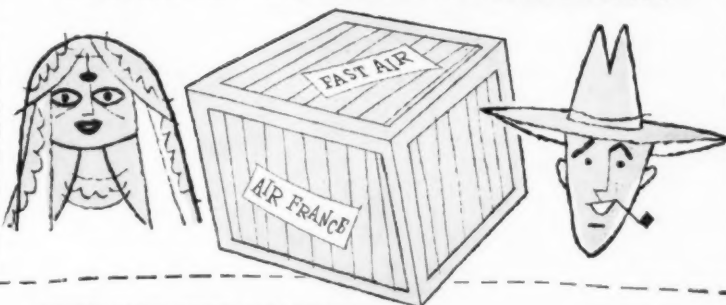
three days later.

Seems that articles addressed to Taiwan, Formosa, Japan, are being received by the Post Office. Formosa, the Post Office emphasizes, is a part of Nationalist China. Articles intended for delivery in Formosa should bear the following: Taiwan, Formosa, China. Mail otherwise addressed will be returned to the senders.

CAB

A Civil Aeronautics Board decision has given Chicago its first helicopter service into and around the Loop business district, between the city's two major air terminals, and between points within a 60-mile radius of O'Hare Field. The Board has

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... to savings**

**Now Offers Shippers
Rate Reductions
of 15% to 58%
With New Minimum
of \$1**

Shipping via SLICK becomes even more attractive under SLICK's new tariff which gives new, low specific commodity rates on many shipments under 100 lbs. At the same time, SLICK institutes its new, history-making **LOW MINIMUM OF ONLY \$1**, providing even for the smallest shipment, speedy, economical movement. For many shipments of less than 100 lbs., SLICK's airfreight rates will NOW BE EVEN LESS THAN TRUCK RATES!

Thus, even the smallest shipment qualifies for air cargo movement and all the advantages of a real SLICK service. These include all the following:

- Large, all-cargo planes, with space reserved for every shipment.
- Speedy, on-time, scheduled flights, overnight cross-country, with first day delivery to most points.
- Service, door-to-destination, on SLICK's own planes or those of its extensive interline connections.
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SLICK
The AIRFREIGHT Line

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authorized continuation of the experimental helicopter service in the Chicago area by Helicopter Air Service, Inc. for a period of seven years. HAS' certificate has been amended to authorize it to transport passengers in addition to property and mail.

HANDLING & PACKAGING

Reports from the West Coast indicate that the Sixth Western Packaging and Materials Handling Exposition, scheduled for July 10, 11 and 12, will be the largest of these shows produced to date. Clapp & Poliak, producers of the show, reveal that contracts for exhibit space are well above any of the previous expositions. The vast majority of the packaging exhibits leans towards increased automatic operation.

W. Vernon Swofford, package engineer of the Sefton Fiber Can Company, St. Louis, has been appointed general chairman of the Eleventh Annual Protective Packaging and Materials Handling Exposition. Sponsored by the Society of Industrial Packaging and Materials Handling Engineers, the exposition is scheduled to be held in St. Louis on October 22-25.

United States Airlines

CONGRATULATIONS

American: J. D. Hungerford, James H. Cobb and William G. Whitney elected respectively as assistant vice president - schedules and tariffs, assistant vice president-advertising, and assistant vice president - planning and reports ... **W. Braddock Hickman** appointed director of economic research ... **Charles H. Harris** named Cincinnati district sales manager.



Cobb Whitney Hungerford

Braniff: H. H. Murphy, Jr. and Norman Kidd named to head regional and district sales for new Eastern Sales Region with headquarters in New York City ... **John A. Weinhart** appointed district sales manager at Austin, Texas.

Flying Tiger: George T. Cussen takes over direction of the sales staff of the contract division ... **Frank B. Lynott** assumes direction of operations staff of the contract division.

Riddle: William M. Robertson named assistant for property management to Peter T. Craven, executive vice president.

United: Marshall Sherman appointed district sales manager of the Akron-Canton area ... **E. T. Connell** named district sales manager at Long Beach, California ... **W. J. Glennon** named district sales manager at Milwaukee ... **L. E. Perry**,

A. W. Flinn, **Lee DiSano** and **A. J. Weih** appointed to new posts at San Francisco in the respective capacities of assistant to Newman, division superintendent-cargo sales, division superintendent-sales promotion and division superintendent-telephone and ticket sales.

Slick: Robert J. Smith elected to post of president. He is former president of Pioneer Air Lines, a member of Continental Airlines' board, and before the war executive vice president of Braniff Airways.

TWA: J. Woodrow Thomas elected vice president ... **E. C. Ball** appointed to newly created position of superintendent of terminal service, Atlantic Region ... **Howard Goodrich, Jr.**, appointed district sales manager for Philadelphia ... **M. D. Nason** named district sales manager for New York.



Smith

Foreign Airlines

BOAC: Keith Granville named commercial director.

Swissair: Melvin L. Sibulkin appointed interline sales representative for the New York area.

Indirect Air Carriers

H. G. Ollendorff, Inc.: Arthur D. Appleby, formerly assistant to the president of Airwork Atlantic, Ltd., named vice president.

Emery: Stephen J. Conway appointed manager of operations for the New York station.

Aircraft & Equipment

Babb: Geoffrey De Meiss named general manager of the European and Middle Eastern Divisions.

Boeing: Arthur T. Curren and A. Elliott Merrill appointed respectively manager of commercial sales and manager of military sales.

Douglas: Donald W. Douglas, president, chosen to receive the 1956 Elmer A. Sperry Award.

Frye: Don Marshall joined as general sales manager.



Conway

Traffic & Export

American Fixture, Inc.: P. J. Simpson appointed traffic manager, with headquarters at the general offices in St. Louis.

American Smelting & Refining Co.: Frank L. Merwin appointed general traffic manager, succeeding D. B. Blake. Headquarters are in New York City. Merwin formerly served as assistant general traffic manager, Kaiser Steel Corp. ... New traffic manager is George W. Cantwell.

Ford Motor Co.: Glenn R. Dunn named traffic manager of the parts depot at Seattle.

National Electric Products Corp.: Stanley L. Vale, Jr., ex-traffic manager of the Pittsburgh Chamber of Commerce, appointed traffic manager. Headquarters are in Pittsburgh.

Morse Chain Co.: T. E. Richards, (Concluded on Page 20)

*It costs Pan Am
\$1,000 a day, but
the airline finds
it's worth it.*

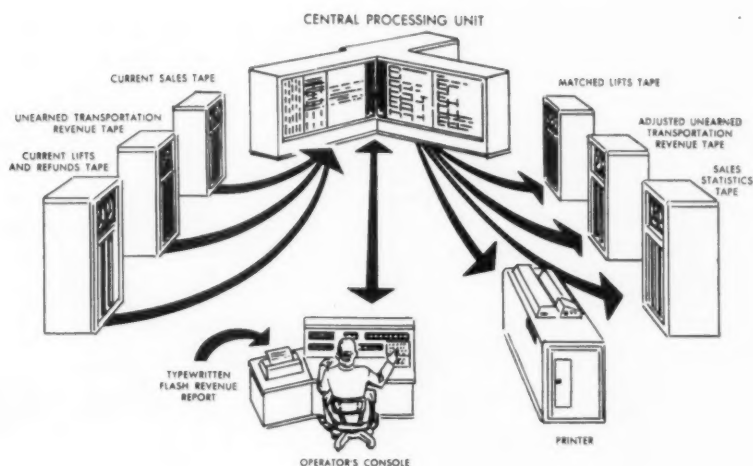
The Electronic Brain Reaches Out To Air Cargo

Pan American World Airways is spending \$1,000 a day for an amazing electronic brain which, the airline hopes, will save it \$1 million a year and eventually a total of \$10 million over a period of time.

Manufactured by the International Business Machines Corporation, the IBM 705 is the first to be installed in the transportation industry. Only four other such brains have been installed. The IBM 705 is reported to be capable

of making 8,400 additions or 1,200 multiplications per second. It can process 8,000 tabulating machine cards per minute, which is 32 times faster than the speediest machines.

(Continued on Page 17)



BETTY EVANS, the young lady on the chair, looks unhappy over the prospect of going through the 50,000 sheets of airwaybills stacked on the table and floor as well as the 75,000 tabulating machine cards, some of which she holds in her hand. Edith Kramisen appears considerably more cheerful. Pan Am claims she is so because the single 10-inch reel of magnetic tape she displays contains a summary of the huge mass of airwaybills and tabulating machine cards.

THE 10 REELS OF MAGNETIC TAPE easily held by Edith Kramisen, of Pan Am's data processing center in Long Island City, represents all the information contained in the 400 trays of tabulating cards shown here. At the files are Elaine Hurley (left) and Betty Evans.



What with the impact of Cinerama, Futurama, Motorama, and all the other "ramas" extant, United Air Lines has picked up the cue and presented shippers the country over with its own version of industry progress, called Cargorama. Designed to introduce its DC-6A Cargoliner (of which it has purchased a fleet of five), the flying exhibit made stands in Chicago, New York, San Francisco, Los Angeles, Cleveland, and Newark. Shippers were treated to a variety of dramatic displays and new electronic equipment pointing up the airline's efforts in

behalf of the quick, safe, and economic airlift of commercial goods—everything from tiny instruments, flowers, and baby chicks, to huge freight such as jet engines and massive containers for large quantities of wearing apparel. No small part was taken by United's cargo personnel, from the executive level down, who pitched in as demonstrators, lecturers, and general all-round goodwill ambassadors. As one shipper was overheard to remark: They really mean it, don't they?" Below are typical scenes which took place at the Cargorama showings.

Cargorama!



Don Hanson, Eastern regional claims manager for United, explains (left) various features of the carrier's freight program at the New York Cargorama.

On the West Coast, J. S. Bohmaker, vice president and general manager of the John Deere Plow Company (right).



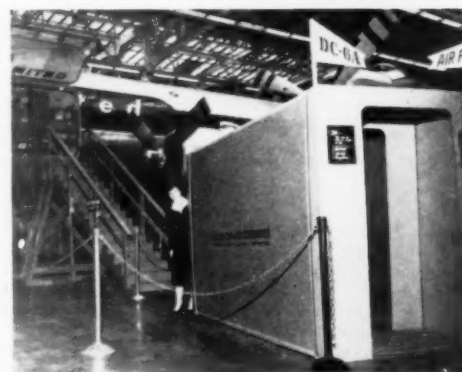
At the New York show, S. J. Sherer (left), United's insurance claims manager, discusses x-ray tube container with interested visitor.

This gigantic box (right), the largest ever made by Gaylord Container Corporation (12' long, 6½' high, 5½' wide), represents the maximum size of container that can be loaded aboard the plane.



General view of the Chicago Cargorama. Scene (left) was more or less the same in all the six cities visited by the huge flying exhibit.

In Chicago (right), representative of the airline's cargo sales department makes a few telling points with respect to plane's interior.



ELECTRONIC BRAIN

(Continued from Page 15)

John S. Woodridge, Pan Am comptroller, demonstrated the amazing utility of the electronic brain at a recent press conference. Pointing to a bale of airwaybills—50,000 of them, covering one week's cargo work for Pan Am in every part of the world—Woodridge said:

"If we can highlight different combinations of data which flood this bale, and fast, we can develop ideas to better our cargo service and our flight operations and thus our customers, our employees, and our stockholders. We unlock the information on each airwaybill by writing it down on a card with a typewriter, which does not print letters and numbers but prints holes which mean the same thing."

A stack of 75,000 cards is required to carry the data in the 50,000 airwaybills. In order to allow selection of the data, the cards must be rearranged. Under the old system, these cards had to be carried by hand to a mechanical sorter, then repeatedly moved by hand until they were in the required order. Following this, the cards were carried by hand to another machine for further processing, then by hand to yet another machine, etc.

"The machines themselves could not process the cards any faster than gears, cards and cams could run," said Woodridge, "so the program was intolerably tedious."

"Our new procedures bypass these two immense drawbacks and put electronics to work," he added. "The constant manual handling of cards disappears, because the process is now continuous. The cards themselves disappear once their data has been written down on tape as frozen impulses, ready to be carried electrically through the machines."

The first machine, a Card Reader, receives the cards for reading into the tape. When this has been done, the cards are done away with. The tape carried only frozen impulses and not letters or numbers or symbols or holes. Therefore, the second machine, a Binary Converter, translates the latter into impulses for the tape. The Magnetic Tape Unit, a third machine, carries the tape receiving the impulses covering the data which is to be worked on to produce that which is desired. A single reel of tape can hold all the information appearing on 60,000 cards. It can run through the apparatus in less than seven minutes.

The principle miracle, the Central Processing Unit, "electronically integrates the processing of data through its arithmetical and logical unit."

Pan Am traditionally keeps close tabs on its global cargo operations. An almost limitless amount of information is required by the airline in order to provide useful and penetrating reports. By piecing together various bits of information, whether they come from Buenos Aires, London, or Johannesburg, Pan Am's sales force is given more potent weapons with which to heighten its reports.

What, for example, would such a massive report show? It would contain such information as the types of commodities airfreighted from one point

to another, the most important commodities flown out of specific originating points, the commodity classification for each Pan Am division, the sales area for each commodity classification, the origin and destination for each sales area, and the revenue. The summarizing and printing of the report is accomplished on the IBM 705. The entire operation takes approximately one hour and 40 minutes of electronic brain time in contrast to the 60 hours consumed by utilizing punchcard accounting equipment. Said Pan Am:

"As a simultaneous operation, information is processed and reported."

(Concluded on Page 20)

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The F-104 *Starfighter*, now in production for the U. S. Air Force, is the most advanced airplane of its type ever developed. *Dimensions:* height, 13 feet, 6 inches; length, 54 feet, 9 inches. *Wings:* knife-sharp, and only 7½ feet from fuselage to wingtip. *Engine:* General Electric J79, which develops more thrust per pound of engine weight than any other turbojet of comparable size. *Electronics system:* new "plug-in" type, to permit quick changes and replacements of components. *Pilot's seat:* downward firing ejection type, the first in a production jet fighter. *High, T-shaped floating tail:* twice as effective in controllability as conventional tail designs. *Armament and top speed:* both are military secrets, but the Lockheed F-104 can overtake and destroy any plane—of any size—known today.

The *Starfighter's* dart-like configuration,

perfected by extensive wind-tunnel tests, permits the F-104 to flash through the sonic barrier, routinely, without a tremor. And even at supersonic speeds the *Starfighter* has unmatched ease and decisiveness of control—because never before have so many advanced design and engineering features been so superbly combined in one aircraft.

Like all Lockheed-built planes, the *Starfighter* has inherent "design flexibility" that makes it readily adaptable to a variety of military requirements—at lowest cost to our government.

Lockheed's leadership in the design and production of military planes, of nine widely different types, stems from its policy of close cooperation with the armed services. In the F-104 *Starfighter* the U. S. Air Force has the world's fastest and deadliest jet—America's "Missile With a Man in It."

Lockheed

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Georgia Division, Marietta, Ga.
Missile Systems Division, Van Nuys, Palo Alto and Sunnyvale, Calif.
Lockheed Air Terminal, Burbank, Calif.
Lockheed Aircraft Service, Ontario, Calif.

LOOK TO LOCKHEED FOR JET LEADERSHIP, TOO





LOCKHEED'S NEWS COLUMN

Dick Tracy has lost his lead in the electronics race. His wrist radio is surpassed by a new "miniaturized" TV camera. Small enough to fit into a vest pocket, its "eye" is about the size of a cigarette. Built by Lockheed for research ONLY... (so far)...

Missile Mail is promised in the foreseeable future as a civilian development of missile technology. A Lockheed official says that the thousands of scientific and technical people now researching the whole environment of man in connection with missile development will produce civilian benefits beyond the imagination of the layman today. A letter by missile, of course, would get there faster than you could write the letter in the first place...

A Lockheed Man is working quietly in a sanctuary abroad on a nuclear engine design that will make headlines world-wide when they take the wraps off. Same man's blueprints on a nuclear contraption so startled top military authorities very early in the nation's atomic program that they locked his patent in a government vault where, for security reasons, it still remains...

Lockheed has been handed a big piece of the much-talked-about ICBM missile that will keep its Missile Systems Division scientists working nights in their new facility near Stanford University — which, incidentally, tripled in size between blueprints and ground breaking...

Beating the heat which tops 250 degrees Fahrenheit at twice the speed of sound is a matter of concern now to engineers of Lockheed's California Division who are working on methods of making airplane skin glass-smooth. Even modern, high-strength dural surfaces approach their temperature limits at these speeds...

Early America makes atomic history this month as Lockheed Georgia Division breaks ground for its new atom-powered plane facility. The 10,000-acre North Georgia site was in the same family ever since the area opened for settlement in the 1840's.

ELECTRONIC BRAIN

(Continued from Page 17)

mation is also keypunched from the airwaybill which indicates the name and location of the shipper who has contracted with us for transportation services. This shipper's information finds its way into cards and eventually to tape along with the original information obtained from the airwaybill. Thus we are able to prepare a separate set of instructions to the 705 which will enable it to produce a Cargo Shippers' List. This report is a summary of the

number of shipments and the total amount of revenue that each shipper produces for us within his location, further divided as to the origin and destination of the shipments and finally the name of the Pan American office or sales agent responsible for generating the sale."

Preparing the Cargo Shippers' List takes about one hour and 20 minutes of electronic time as compared with 125 hours on punchcard accounting equipment.

Before the electronic brain came on the scene at Pan Am, 58 employees were required to run the machines.

Now only three persons do the trick. Pan Am said that the displaced 55 were absorbed elsewhere in the company. • • •

IDLEWILD

(Continued from Page 6)

portion to their value that they probably will never be economically by air. But there are many other commodities which are rarely shipped by air today which are destined to become a part of the air cargo picture in the near future. The CAA's Office of Planning, Research and Development has predicted a threefold increase in domestic air cargo between 1954 and 1965 and an annual increase of 10% per year for international cargo during the same period. Other experts in the field have made far more optimistic forecasts. The faith of the carriers and others in the industry in the future of air cargo is proven by the size of the facilities which we are dedicating today."

The cargo service building, two stories high, has been designated as No. 80. The following firms are located in this building:

First and second floors: Air Express International Agency, Inc.; Emery Air Freight Corp.; Federal Inspection Services; Hensel, Bruckmann and Lorbacher, Inc.; Mercury Service Systems, Inc.; J. D. Smith Inter-Ocean, Inc.

First floor: Acme Air Cargo, Inc.; Airfreight Warehouse Corp.; Airport Package Service, Inc.; Anderson Express, Ltd.; Peter A. Bernacki, Inc.; Intra-Mar Shipping Corp.; Vincent T. Mancusi; Railway Express Agency Inc.; World-Wide Service, Inc.

Second floor: Air Clearance Assn. Inc.; Airport Clearance Service; Alltransport Inc.; American Express Co.; Barnett International Forwarders, Inc.; Joseph J. Boll; W. J. Byrnes & Co. of N. Y., Inc.; M. J. Corbett & Co., Inc.; R. F. Downing & Co., Inc.; Flying Freight, Inc.; Ira Furman Co.; Held's, Inc.; Idlewild Expeditors Co., Inc.; Inter-Maritime Forwarding Co., Inc.; Leading Forwarders, Inc.; Pan-Maritime Cargo Service, Inc.; Penson & Co.; S. H. Pomerance Co., Inc.; H. W. Robinson Air Freight Corp.; Stern, Henry Air Corp.; Sun Transporters, Inc.

The one-story buildings housing the airlines have been designated as Nos. 81, 82, 83, and 84. Following are the carriers and their locations:

Building 81: TWA; Sabena; Pan American.

Building 82: KLM; BOAC; Icelandic; Iberia; Swissair; Seaboard & Western.

Building 83: Air France; Scandinavian; L'Av; National; Argentinas; LAL; Trans-Canada; United; El Al.

Building 84: Slick; Capital; Flying Tiger; Northwest; Varig; Lufthansa; Eastern; Aaxico; Riddle.

Various airlines and freight forwarding firms set up exhibits of their air-cargo services as part of the day's ceremony.

CONGRATULATIONS

(Continued from Page 14)

traffic manager, has been upped to general traffic manager. He handles his duties from Ithaca, New York.

Wheeling Steel Corp.: Frank W. Klos, general traffic manager, now holds the additional title of assistant to the vice-president-operations.

Youngstown Sheet & Tube Co.: Harry W. Anderson named Southwestern district traffic manager, with headquarters in Dallas.

Cooperative Mills, Inc.: Roy L. Furnish succeeds the late Fred H. Topmiller

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as traffic manager. Headquarters are in Cincinnati.

Ray-O-Vac Co.: Oliver B. Wynn, traffic manager, elevated to the post of director of production control. He is succeeded as traffic manager by Earl L. Stevens.

Frontier Chemical Co.: Edward A. Guldaman, formerly traffic supervisor for the Paper Container Division, Continental Can Co., Newark, appointed assistant traffic manager of Frontier.

Miscellaneous

Civil Aeronautics Board: Edward E. Slattery, J. recalled from a special assignment to resume activities as head of CAB information service.

Independent Military Air Transport Assn.: Francis J. Roach designated as general manager.

CLUB NEWS

The Nassau Suffolk Traffic Club held its annual outdoor clambake at the Stewart Manor Country Club, Stewart Manor, Long Island, New York, last month.

The Women's Traffic Club of New York, Inc. installed the following officers for the 1956-57 term: Dorothy Shea (American Tobacco Co.), president; Marie D'Amato (D'Amato Freight Forwarding), first vice president; Evelyn A. Tiepner (L. Sonneborn Sons, Inc.), second vice president; Edna E. Peters (Moore-McCormack Lines), recording secretary; Helene V. Swallow (Republic Carloading & Distributing Co.), corresponding secretary; Mary DeVan (J. P. Stevens & Co., Inc.); Ann C. Heyneker (Van Reekum Paper Co.) and Mabel Griffin (Chesapeake & Ohio Railroad), directors, two years; Nettie Marchuk (New York-Mid-Hudson Transportation Corp.), director, one year.

Dr. Andres Uribe C., commercial advisor to the Colombian Embassy in Washington and United States representative of the National Federation of Coffee Growers of Colombia, addressed the New England Export Club, Inc. His subject: *The Patterns of Economic Progress in United States-Colombian Trade*.

The Traffic Club of Chicago's Educational Committee sponsored a forum on the subject, *User Charges—Are They in the Public Interest, and, If So, How Should They be Measured and Assessed?* Participating were: John S. Burchmore, of Burchmore, Good & Bobinette, moderator; Burton N. Behling, economist, Association of American Railroads; A. C. Ingersoll, president, Federal Barge Lines; Donald Markham, assistant general counsel, Air Transport Association; Edward V. Kiley, director, Department of Research, American Trucking Association; and Dr. George Baker, president, Transportation Association of America. John B. Palmer heads the club's Educational Committee.

Annual picnic of the Motor City Traffic Club of Detroit was held on June 30 at Rouge Park. Golf outing has been set for July 10 at the Grosse Ile Golf and Country Club.

BOOKS

The new, revised, and enlarged edition of William Green and Gerald Pollinger's **The Aircraft of the World** (Hanover House; 211 pages; \$7.95) is currently available. This is an excellent aircraft reference manual covering in comprehensive form all aircraft types flying, regardless of age or importance. Contains a wealth of photos, three-view silhouettes, and descriptive text. This book is a must... The birth, fabulous growth, and current status of the United States Air Force is the subject of General Arnold Brophy's book **The Air Force** (Gilbert Press, Inc.—Julian Messner, Inc.; 362 pages; \$5.00). Here is a well-rounded work which provides an ample picture of the nation's air arm. Brophy ranges all the way from the historical and statistic to the anecdote and "inside" story. Recommended... For a guide to aircraft identification as well as descriptions of more than 240 civil and military aircraft, we suggest **World Aircraft Recognition Manual** (John de Graff, Inc.; 269 pages; \$3.50), by C. H. Gibbs-Smith and L. E. Bradford. Contents are grouped according to wing arrange-

25th Anniversary for United's Dick Dare

CARGO—E. L. (Dick) Dare, widely-known air cargo figure, has completed his 25th year with United Air Lines. A graduate of Knox College, Dare joined UAL as a passenger agent at Chicago in 1931. Moving up the ranks, he was one of the four men assigned to organize United's air cargo department in 1940. Promoted to superintendent of air express in 1946, he turned up as manager of air cargo sales in 1950. Four years later he was put in charge of the transcontinental airline's cargo development program, a job he has been handling with distinction since that time.

LIVE CARGO



Henry H. Trefflich (left), well-known wild animal importer in New York, and Wilfred Greenway, BOAC's United States cargo sales officer, make friends with two young orang-utans just arrived at Idlewild after a flight from India. On a recent trip, Trefflich purchased \$125,000 worth of live animals, all of it earmarked for air delivery.

ment (delta; swept; straight; rotary).

Authoritative

Ian Mackersey's novel, **Positions Unknown** (Henry Holt & Co., Inc.; 222 pages; \$3.00) concerns itself with the crashlanding of an airliner on a routine hop from Sydney to Christchurch. Down in a remote spot in the New Zealand wilderness, the resultant hardships of the survivors, the battle against starvation, and the search for the elements of a taut story... Psychological warfare played an all-important part in World War II. John Baker White, whose background with the British Political Warfare Executive has eminently equipped him for this

(Concluded on page 23)

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ELECTRONIC BRAIN

(Continued from Page 17)

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IDLEWILD

(Continued from Page 6)

portion to their value that they probably will never be economically by air. But there are many other commodities which are rarely shipped by air today which are destined to become a part of the air cargo picture in the near future. The CAA's Office of Planning, Research and Development has predicted a threefold increase in domestic air cargo between 1954 and 1965 and an annual increase of 10% per year for international cargo during the same period. Other experts in the field have made far more optimistic forecasts. The faith of the carriers and others in the industry in the future of air cargo is proven by the size of the facilities which we are dedicating today."

The cargo service building, two stories high, has been designated as No. 80. The following firms are located in this building:

First and second floors: Air Express International Agency, Inc.; Emery Air Freight Corp.; Federal Inspection Services; Hensel, Bruckmann and Lorbacher, Inc.; Mercury Service Systems, Inc.; J. D. Smith Inter-Ocean, Inc.

First floor: Acme Air Cargo, Inc.; Airfreight Warehouse Corp.; Airport Package Service, Inc.; Anderson Express, Ltd.; Peter A. Bernacki, Inc.; Intra-Mar Shipping Corp.; Vincent T. Mancusi; Railway Express Agency, Inc.; World-Wide Service, Inc.

Second floor: Air Clearance Assn. Inc.; Airport Clearance Service; Alltransport Inc.; American Express Co.; Barnett International Forwarders, Inc.; Joseph J. Boll; W. J. Byrnes & Co. of N. Y., Inc.; M. J. Corbett & Co., Inc.; R. F. Downing & Co., Inc.; Flying Freight, Inc.; Ira Furman Co.; Held's, Inc.; Idlewild Expeditors Co., Inc.; Inter-Maritime Forwarding Co., Inc.; Leading Forwarders, Inc.; Pan-Maritime Cargo Service, Inc.; Penon & Co.; S. H. Pomerance Co., Inc.; H. W. Robinson Air Freight Corp.; Stern, Henry Air Corp.; Sun Transporters Inc.

The one-story buildings housing the airlines have been designated as Nos. 81, 82, 83, and 84. Following are the carriers and their locations:

Building 81: TWA; Sabena; Pan American.

Building 82: KLM; BOAC; Icelandair; Iberia; Swissair; Seaboard & Western.

Building 83: Air France; Scandinavian; L.A.V.; National; Argentinas; L.A.T.; Trans-Canada; United; El AL.

Building 84: Slick; Capital; Flying Tiger; Northwest; Varig; Lufthansa; Eastern; Aaxico; Riddle.

Various airlines and freight forwarding firms set up exhibits of their air-cargo services as part of the day's ceremony.

CONGRATULATIONS

(Continued from Page 14)

traffic manager, has been upped to general traffic manager. He handles his duties from Ithaca, New York.

Wheeling Steel Corp.: Frank W. Klos, general traffic manager, now holds the additional title of assistant to the vice-president-operations.

Youngstown Sheet & Tube Co.: Harry W. Anderson named Southwestern district traffic manager, with headquarters in Dallas.

Cooperative Mills, Inc.: Roy L. Furrish succeeds the late Fred H. Topmiller

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as traffic manager. Headquarters are in Cincinnati.

Ray-O-Vac Co.: Oliver B. Wynn, traffic manager, elevated to the post of director of production control. He is succeeded as traffic manager by Earl L. Stevens.

Frontier Chemical Co.: Edward A. Guldaman, formerly traffic supervisor for the Paper Container Division, Continental Can Co., Newark, appointed assistant traffic manager of Frontier.

Miscellaneous

Civil Aeronautics Board: Edward E. Slattery, J. recalled from a special assignment to resume activities as head of CAB information service.

Independent Military Air Transport Assn.: Francis J. Roach designated as general manager.



The Nassau Suffolk Traffic Club held its annual outdoor clambake at the Stewart Manor Country Club, Stewart Manor, Long Island, New York, last month.



The Women's Traffic Club of New York, Inc. installed the following officers for the 1956-57 term: Dorothy Shea (American Tobacco Co.), president; Marie D'Amato (D'Amato Freight Forwarding), first vice president; Evelyn A. Tiepner (L. Sonneborn Sons, Inc.), second vice president; Edna E. Peters (Moore-McCormack Lines), recording secretary; Helene V. Swallow (Republic Carloading & Distributing Co.), corresponding secretary; Mary DeVan (J. P. Stevens & Co., Inc.); Ann C. Heyneker (Van Reekum Paper Co.) and Mabel Griffin (Chesapeake & Ohio Railroad), directors, two years; Nettie Marchuk (New York-Mid-Hudson Transportation Corp.), director, one year.

Dr. Andres Uribe C., commercial advisor to the Colombian Embassy in Washington and United States representative of the National Federation of Coffee Growers of Colombia, addressed the New England Export Club, Inc. His subject: *The Patterns of Economic Progress in United States-Colombian Trade*.

The Traffic Club of Chicago's Educational Committee sponsored a forum on the subject, *User Charges—Are They in the Public Interest, and, If So, How Should They be Measured and Assessed?* Participating were: John S. Burchmore, of Burchmore, Good & Bobinette, moderator; Burton N. Behling, economist, Association of American Railroads; A. C. Ingersoll, president, Federal Barge Lines; Donald Markham, assistant general counsel, Air Transport Association; Edward V. Kiley, director, Department of Research, American Trucking Association; and Dr. George Baker, president, Transportation Association of America. John B. Palmer heads the club's Educational Committee.

Annual picnic of the Motor City Traffic Club of Detroit was held on June 30 at Rouge Park. Golf outing has been set for July 10 at the Grosse Ile Golf and Country Club.

BOOKS

The new, revised, and enlarged edition of William Green and Gerald Pollinger's **The Aircraft of the World** (Hanover House; 211 pages; \$7.95) is currently available. This is an excellent aircraft reference manual covering in a comprehensive form all aircraft types flying, regardless of age or importance. Contains a wealth of photos, three-view silhouettes, and descriptive text. This book is a must... The birth, fabulous growth, and current status of the United States Air Force is the subject of General Arnold Brophy's book **The Air Force** (Gilbert Press, Inc.—Julian Messner, Inc.; 362 pages; \$5.00). Here is a well-rounded work which provides an ample picture of the nation's air arm. Brophy ranges all the way from the historical and statistic to the anecdote and "inside" story. Recommended... For a guide to aircraft identification as well as descriptions of more than 240 civil and military aircraft, we suggest **World Aircraft Recognition Manual** (John de Graff, Inc.; 269 pages; \$3.50), by C. H. Gibbs-Smith and L. E. Bradford. Contents are grouped according to wing arrange-

25th Anniversary for United's Dick Dare

CARGO—E. L. (Dick) Dare, widely-known air cargo figure, has completed his 25th year with United Air Lines. A graduate of Knox College, Dare joined UAL as a passenger agent at Chicago in 1931. Moving up the ranks, he was one of the four men assigned to organize United's air cargo department in 1940. Promoted to superintendent of air express in 1946, he turned up as manager of air cargo sales in 1950. Four years later he was put in charge of the transcontinental airline's cargo development program, a job he has been handling with distinction since that time.

LIVE CARGO



Henry H. Trefflich (left), well-known wild animal importer in New York, and Wilfred Greenway, BOAC's United States cargo sales officer, make friends with two young orang-utans just arrived at Idlewild after a flight from India. On a recent trip, Trefflich purchased \$125,000 worth of live animals, all of it earmarked for air delivery.

ment (delta; swept; straight; rotary). Authoritative

Ian Mackersey's novel, **Positions Unknown** (Henry Holt & Co., Inc.; 222 pages; \$3.00) concerns itself with the crashlanding of an airliner on a routine hop from Sydney to Christchurch. Down in a remote spot in the New Zealand wilderness, the resultant hardships of the survivors, the battle against starvation, and the search for the elements of a taut story... Psychological warfare played an all-important part in World War II. John Baker White, whose background with the British Political Warfare Executive has eminently equipped him for this

(Concluded on page 23)

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184 Attractive folder on Air Express International Corp.'s new Golden Rocket Service for shippers.

185 Information on a new-type lightweight super-tough cotton canvas designed for outdoor durability. Reported to be waterproof, weatherproof, fireproof, abrasion-resistant, and flexible under all conditions.

186 Air Freight Tailored to Your Needs, a colorful and effective brochure highlighting United Air Lines' air cargo services. Includes an interesting illustrated description of UAL's new DC-6A airfreighters.

187 Your Slick Airfreight File, a regulation-size folder for your file which features various types of information concerning Slick Airways, including company offices in various parts of the country, route map, etc.

188 Do you have packing problems? Here's a new shipping container catalog, illustrating and describing a broad line of shipping containers made of plywood, cravenor, corrugated, veneer, or sawed material in cleated, hinged, nailed, or wirebound designs. Also included are returnable containers and pallets.

189 Ask for the 12-page booklet, *Your Employees' Time is Too Valuable to Waste*. It's all about the Tiekometer, an electrically operated machine which counts and (optionally) dates, codes, endorses, or otherwise imprints coupons, tickets, labels, paper, currency, checks, and many other paper items at speeds up to 1,000 a minute.

190 Four-page illustrated bulletin which provides detailed information on a new lightweight, aluminum power belt conveyor.

191 *The Eye and the Echo*, American Airlines' excellent 10-page pamphlet on the subject of weather radar in commercial airliners. Beautifully illustrated. Provides a simple, straightforward explanation of how it works and what it means to the traveling public.

192 Illustrated job study showing how helped the Packard Division of the Studebaker-Packard Corporation to effect important economies.

193 Here's another in REA's fine series of folders describing the services and advantages of its Air Express Division. Ask for *When Seeing is Deceiving*.

194 *How to Ship by Air in Corrugated Boxes* is an exceptionally good 24-page booklet which does an effective job pointing up the close relationship between proper packaging and air shipping. Includes a wealth of material.

195 New four-page bulletin showing features and uses of a manufacturer's overhead trolley conveyors. Illustrated and described are its applications to transportation, storage, processing, etc.

196 Information on a new-type drum and barrel hand truck which enables its operator to place heavy drums on pallets with exceptional ease.

197 Information on what is described as a new idea in walkie electric trucks, designed for pallet loading. Principal feature of this new walkie truck is compactness and maneuverability.

198 Descriptive material on a new stair-climbing truck designed to drag loads over curbs and up and down stairways. Load capacity: 600 pounds.

New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 215 to 237 inclusive.

199 Information on a pneumatic-tired caster and a dual wheel caster—the first designed to give a shockproof ride to delicate instruments and parts; the second designed for greater load capacities.

200 Shipping and production departments utilizing conveyor equipment will be interested in reading about a telescoping bridge which is used between adjacent power and gravity conveyors that are lagged to the floor.

201 Descriptive literature on a new lightweight hydraulic lift truck (weight 50 pounds) which can lift a 500-pound load to a height of more than four feet.

202 Brochure describing a manufacturer's line of casters whose capacity ratings range from 400 pounds to 1,200 pounds per caster.

203 A handy folder spelling out TWA's New Bargainair-Freight—deferred air freight rates covering shipments not released at destination until the fourth day following shipment. Rates compete with surface carriers.

204 An interesting booklet which describes the services, routes, and value of the scheduled local airlines.

205 *How to Prepack in Corrugated Boxes*, a new booklet which provides helpful information in the prepackaging of products; how to cut handling, packaging and storage costs; reduce damage; etc.

206 Summer edition of the Cargo Memorandum Tariff of Sabena World Belgian Airlines. Includes general and specific commodity rates.

207 A manufacturer of magnesium materials handling equipment offers a new bulletin on light-weight pallet dollies.

208 For latest information on International air parcel post, ask for *Thumbnail Guide to Simple Shipping Forms for World-Wide Air Parcel Post*.

209 Latest edition of BOAC's international air cargo rates. General commodity rates are world-wide; specific commodity rates to United Kingdom only.

210 Newest revised air cargo tariff of Qantas Empire Airways.

211 Six case-history applications of the Drumpak heavy-duty corrugated container, illustrated in a new four-page brochure. Products covered include major appliances, bulk chemicals, grinding wheels, rubber hose, and textile yarns.

212 Shippers will want this copy of REA's latest Air Express Memorandum Tariff.

213 *How to Pack for Maximum Instrument Protection*, an excellent booklet which should be of special interest to shippers of delicate instruments.

214 Going on that business trip to Europe and/or the Middle East? Ask for Swissair's unusual loose-leaf folder, *Stop Over with Swissair*, which suggests no less than 90 routings.

215 Here's a new 44-page steel strapping catalog containing constructive ideas to help speed packaging, lower handling costs and achieve safe shipment. Includes more than 65 drawings and photos showing practical, proven steel-strapping applications.

216 New idea booklet on unitizing, showing in 50 practical applications how steel strapping is providing faster handling of products, savings in packaging materials, etc. All unitizing ideas included in the booklet are actual photos of field-tested applications.

217 Attractive folder devoted to a description of the new \$60 million Terminal City now under construction at New York International Airport.

218 4-page leaflet describing the new international air freight services of Emery Air Freight Corporation. Features an explanation of its particular services and includes a list of Emery's U. S. offices as well as a list of foreign agency cities.

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231	232	233	234	235	236	237	■	■	■	■			

219 Comprehensive catalog, fully illustrated, which shows how steel strapping aids industry in packing, shipping, and handling various types of materials. Includes specifications.

220 Sixteen-page booklet which shows how unitizing—the process of grouping individual packages or products into a single unit—saves handling costs for shippers. Accent is on the application of steel strapping.

221 Of particular interest to airlines is this four-page illustrated case history report of how an airline improved the handling of baggage for an increased volume of traffic.

222 Here's an extremely interesting eight-page brochure which tells *The Air Express Story*. It's an historical piece as well as a description of Air Express's services for shippers in every part of the United States, Alaska, Hawaii, Cuba, and certain Canadian points.

223 International air shippers will be interested in this cargo time table from New York to Switzerland only. Produced by Swissair, it involves the following points: New York, Gander, Shannon, Manchester, Frankfurt, Basle, Geneva and Zurich.

224 The latest issue of *Handling Materials Illustrated*, which features a number of interesting articles on the use of fork lift trucks. Top feature is a story on the safe handling of extremely lethal radioactive waste.

225 *How to Seal Corrugated Shipping Boxes*, a 24-page booklet which outlines procedures recommended to cut losses, reduce waste, and speed up and simplify sealing methods. Both hand and automatic sealing procedures are discussed including the application of adhesives, gummed and pressure-sensitive tape, stitches, staples, and steel bands. Excellent for shippers.

226 *You Are a Camera*, an attractive brochure, profusely illustrated, which dramatizes Pan American World Airways' international cargo services. Highlights the air shipment of a large variety of light and heavy freight.

227 Here's an excellent wall map of New York State which indicates the 272 landing facilities in the State. Includes municipal, private and commercial, military airports, seaplane bases, and heliports. Also gives important data on each of the airports.

228 *Guide to Postmark Advertising*, an illustrated booklet which demonstrates how sales can be increased and understanding built through the "free" medium of postmark advertising. A valuable handbook for business executives.

229 Interested in chartering a helicopter? Ask for this brochure which details the new charter services of the successful helicopter airline, New York Airways. Services include the movement of emergency cargo shipments, executive transportation, etc.

230 Four-page illustrated brochure highlighting the 3,000-, 4,000-, and 5,000-pound Hyster lift trucks on pneumatic tires.

231 The importance and procedure of pre-testing corrugated boxes is discussed in the revised edition of *How to Test Corrugated Boxes*. Describes and illustrates various tests which assure ample product protection in corrugated packaging. Includes a quality check chart as well as information on existing carrier regulations as they apply to the shipment of corrugated-packaged products.

232 Descriptive brochure on Raymond Corp.'s new Walkie truck which features several innovations.

233 Domestic Tariff, CAB Nos. 3 and 8, of Airborne Freight Corp.

234 International Tariff, CAB Nos. 9, 10 and 11, of Airborne Freight Corp.

235 Memo Tariff—Domestic and International, of Airborne Freight Corp.

236 *Handle with Love*, an interesting brochure which outlines how Seaboard & Western Airlines handles transatlantic shipments of live animals.

237 *What VIC Means to You*, another Seaboard & Western brochure, this one describing its regularly scheduled all-cargo service from the United States to Europe and beyond.

NEW EQUIPMENT FOR THE *Shipper & Carrier*

Brainard Steel Division: A new pump-type, multi-cut strapping sealer is announced by Brainard. The new Brainard sealer design permits fast, easy operation where strapping is applied in close proximity to conveyor top or floor. The bottom handle rests against the object being strapped, such as pallets, containers and skids. Sealing action is obtained by movement of the top handle supplying a multi-cut joint. All models operate at 90 degrees to the strap. Four models are available: SG 38 for $\frac{3}{8}$ " strap; SF 12 for $\frac{1}{2}$ " strap; SE 58 for $\frac{5}{8}$ " strap; SD for $\frac{3}{4}$ " strap.

BOOKS

(Continued from Page 21)

book, takes the reader from the earliest stage of the planned deception to its successful blossoming into full-blown, morale-sapping rumor or strategic feint. White's *The Big Lie* (Thomas Y. Crowell Co.; 235 pages; \$4.00) provides an intriguing story of the high-level fakery (not wholly confined to British) which often proves the oft-claimed point that truth is stranger than fiction. . . . The renowned French flier-writer, Antoine de Saint-Exupery, is the subject of an unusually interesting biography by Maxwell A. Smith, *Knight of the Air* (Pageant Press, Inc.; 265 pages; \$4.00). Not only has Professor Smith produced a vivid personal story and wartime exploits of the fabulous Saint-Ex, but he has coupled it with an analysis of his work. Read it.

There's plenty of brutal action in Elleston Trevor's new novel, *Squadron Airborne* (Macmillan Co.; 249 pages; \$3.50), which recreates the Battle of Britain with compelling force. Though not as good as his earlier effort, *The Big Pick-up*, Trevor does succeed in producing a realistic blood-and-sweat picture of the RAF and its human components which makes the book hard to put down. . . . Joe David Brown's *Kings Go Forth* (William Morrow & Co., Inc.; 256 pages; \$3.50) is a "war" book more on the melodramatic side than war as such. This is essentially a story of personal conflict between two artillery men—one a lieutenant, the other a sergeant—who fight their way north from Italy to Southern France. It's a hard-hitting book. If you like shockers, you're bound to go for this one. . . . A highly readable account of the meteoric rise of Russian air strength may be

found in Richard E. Stockwell's *Soviet Air Power* (Pageant Press, Inc.; 238 pages plus supplement; \$7.50). With an introduction by General George C. Kenney, the book is an expert appraisal of the aeronautical prowess of the Soviet Union. Despite the wealth of technical data included, Stockwell's book will be found interesting by the layman. Includes photographs and silhouettes of current Russian aircraft, including helicopters.

David C. Cooke's *How Airplanes are Made* (Dodd, Mead & Co.; 72 pages; \$1.95) is strictly for the younger set. In photo and concise text, the author brings the young reader through the various steps necessary to produce a modern jet plane. . . . What happened to the Blairs on their half-dozen voyages to different parts of the world? Their experiences form the amusing and informative book by Maude Hall Blair, *A World of Travel and Fun* (Dorrance & Co., Inc.; 487 pages; \$4.95). This is the kind of travel book we'd like to see more of. . . . Fast-growing Venezuela is the subject of a timely, well-written book by Alfred P. Jankus and Neil M. Malloy, *Venezuela: Land of Opportunity* (Pageant Press, Inc.; 253 pages; \$5.00). Business men and south-bound travelers would do well to pick up a copy. Includes considerable valuable information such as current information on imports and exports, insurance, industries, lists of American organizations, etc. . . . Edward Hutton fills a long-felt need for a book such as he has written, *Sienna and Southern Tuscany* (David McKay Co., Inc.; 274 pages; \$4.50). A recognized authority on Italian art and history, Hutton has written an especially fine descriptive volume of the area—the land, the people, and its treasures.

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International Airline Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transshipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

ANC—Anchorage	MEX—Mexico City
BAL—Baltimore	MKE—Milwaukee
BGR—Bangor, Me.	MSP—Minneapolis-St. Paul
BUJ—Beaumont, Tex.	MOB—Mobile
BOS—Boston	YML—Montreal
BRO—Brownsville, Tex.	MSY—New Orleans
BTW—Burlington, Vt.	LGA—New York (La Guardia)
CHS—Charleston, S. C.	IDL—New York (Idlewild)
CHI—Chicago	EWK—Newark
CVG—Cincinnati	ORF—Norfolk
CLE—Cleveland	NLD—Nuevo Laredo, Mex.
CRP—Corpus Christi, Tex.	OAK—Oakland, Calif.
CTB—Cut Bank, Mont.	OMA—Omaha, Nebr.
DAL—Dallas	PUK—Paducah, Ky.
DEN—Denver	PIA—Peoria, Ill.
YIP—Detroit	PHL—Philadelphia
DLH—Duluth	PIT—Pittsburgh
ELD—El Dorado, Ark.	PDX—Portland, Ore.
ELP—El Paso	PVD—Providence
EVV—Evansville, Ind.	VOY—Sydney, N. S.
FWA—Fort Wayne, Ind.	STL—St. Louis
FTW—Fort Worth	PIE—St. Petersburg
GFK—Grand Forks, N. D.	SLC—Salt Lake City
GRW—Greenwood, Miss.	SAT—San Antonio
BDL—Hartford	SFO—San Francisco
HAV—Havana	SAV—Savannah
HOT—Hot Springs, Ark.	SEA—Seattle
HOU—Houston	SHV—Shreveport, La.
HNL—Honolulu	OGG—Spokane, Wash.
IND—Indianapolis	SGF—Springfield, Mo.
JAN—Jackson, Miss.	TPA—Tampa
JAX—Jacksonville	HUF—Terre Haute, Ind.
MKC—Kansas City, Mo.	TOL—Toledo, Ohio
KIN—Kingston, Jam.	YTO—Toronto, Ont.
LRD—Laredo	YVR—Vancouver, B. C.
LIT—Little Rock, Ark.	DCA—Washington, D. C.
LAX—Los Angeles	
MEM—Memphis	

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AS—Aerovias Sud Americana
AV—Avianca
B—Brasiff International Airways
BO—British Overseas Airways Corp.
BZ—Brazilian International Airways REAL System
C—Colonial Airlines

E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Lines Aeree Italiane (Italian Airlines)
LH—Lufthansa German Airlines
LV—Lineas Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RIN—RANSA
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
T—Trans-Canada Air Lines
TL—TACA International Airlines
TL—Transocean Air Lines
TW—TAN Airlines
U—Trans World Airlines
V—United Air Lines
V—VARIG Airlines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

FREIGHT OVER 1,000 POUNDS—Apply to airline for rates.

TRANSPACIFIC FREIGHT: Apply to airline for lower rates for shipments of over 440 pounds.

AF: Valuation charge is applicable only on shipments equal to or more than \$7.45 per pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

- * This involves onward carriage by another airline.
- ** Per \$100 (Canadian Currency) value, pro-rata.
- † Minimum charge for this shipment is that for 25 lbs.
- ‡ Rate of 25 lbs. or less.
- Minimum weight 50 lbs.
- Per hundredweight.
- Minimum charge per shipment \$3.00.
- Minimum charge per shipment \$4.00.
- Minimum charge per shipment \$7.00.
- Minimum charge per shipment \$8.00.
- c Canadian Currency.
- d Daily freighter service.
- m Minimum charge under 100 lbs.
- tm Truck to Miami.

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Aalborg, Denmark	IDL SS	1 24	93	40	Dly
	LAX SS	1 51	1 19	40	Dly
Abadan, Iran	IDL SS	2 00	1 51	40	T,Th
	BOS BO	1 99	1 49	40	
	YML BO	1 96	1 47	40	
	IDL BO	2 00	1 51	40	
Abidjan, Ivory Coast	IDL AF	1 83	1 37	40	T,Sa,M,W
	BOS AF	1 81	1 36	40	
	CHI AF	1 88	1 42	40	W,Sa
	YML AF	1 79	1 34	40	W,Sa
Accra, Br. Gold Coast	IDL P	1 83	1 37	40	Th
	BOS P	1 81	1 36	40	Th
	CHI P	1 88	1 42	40	Th
	BOS BO	1 81	1 36	40	Th,Sa
	IDL BO	1 83	1 37	40	Dly
	YML BO	1 79	1 34	40	
	IDL AF	1 83	1 37	40	M,Th
	BOS AF	1 81	1 36	40	Sa
	CHI AF	1 88	1 42	40	W,Sa
	YML AF	1 79	1 34	40	W,Sa
Addis Ababa, Ethiopia	IDL BO	2 25	1 69	40	Dly
	BOS BO	2 24	1 68	40	Th,Sa
	YML BO	2 21	1 66	40	
Aden, Aden	IDL BO	2 24	1 68	40	Dly
	BOS BO	2 22	1 67	40	Th,Sa
	YML BO	2 26	1 70	40	
Ahmedabad, India	IDL BO	2 48	1 88	40	Dly
	BOS BO	2 46	1 86	40	
	YML BO	2 44	1 85	40	

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Ajaccio, Corsica	IDL AF	1 27	96	40	Dly except Sa
	BOS AF	1 26	95	40	Sa
	CHI AF	1 33	1 01	40	W,Sa
	YML AF	1 24	93	40	W,Sa
Albertville, Belgian Congo	IDL S	2 19	1 64	40	Th,Sa
Aleppo, Syria	YML AF	1 75	1 32	40	
Alghero, Italy	IDL LI	1 47	1 10	40	Dly
	BOS LI	1 45	1 09	40	M,W
Algiers, Algeria	IDL TW	1 33	1 00	40	F
	IDL AF	1 33	1 00	40	Dly
	BOS AF	1 32	0 98	40	Sa
	CHI AF	1 39	1 05	40	W,Sa
	YML AF	1 29	0 97	40	W,Sa
	CHI TW	1 39	1 05	40	T
	PHL TW	1 35	1 02	40	F
	MKC TW	1 46	1 11	40	F
	LAX TW	1 60	1 26	40	Th
	IDL BO	1 33	1 00	40	
	BOS BO	1 32	98	40	
	YML BO	1 30	97	40	
Aleppo, Syria	IDL AF	1 79	1 34	40	T,Th,Sa
	BOS AF	1 77	1 33	40	Sa
Amman Trans Jordan	IDL BO	1 79	1 34	40	
	BOS BO	1 77	1 33	40	
	YML BO	1 75	1 31	40	
	IDL SR	1 79	1 34	40	T,W,Sa
Amsterdam, Neth.	IDL S	1 17	88	30	Dly except M
	IDL BO	1 17	88	30	Dly
	BOS BO	1 15	86	30	Th,Sa

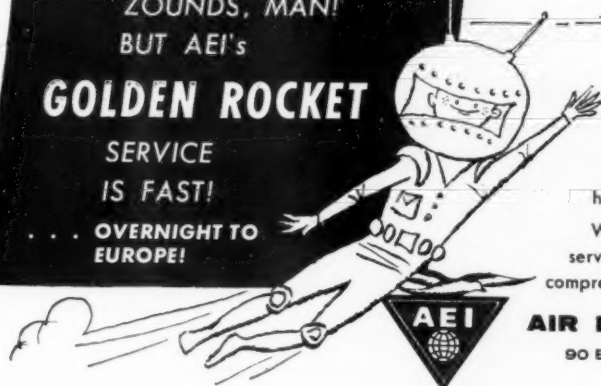
Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Amsterdam (Cont'd)	YML BO	1 12	84	40	
	IDL P	1 17	88	30	Dly
	BOS P	1 15	86	30	Dly
	CHI P	1 22	93	40	Dly
	PHL P	1 18	89	30	M,W,F
	IDL SS	1 17	88	30	Dly
	LAX SS	1 43	1 13	40	Dly
	IDL SR	1 17	88	30	Dly except M
	IDL AF	1 17	88	30	Dly
	BOS AF	1 15	86	30	
	CHI AF	1 22	93	40	
	YML AF	1 12	84	30	
	IDL K	1 17	88	30	Dly
	YML K	1 36	1 02	40	Su,W,Sa
	IDL SW	1 17	88	30	
	IDL EL	1 17	88	30	T,F,Sa
Anchorage, Alaska	SEA NW	23	17	15	Dly
	MSP NW	41	31	15	Dly
	IDL NW	52	39	20	Dly
	CHI NW	44	33	20	Dly
Ankara, Turkey	IDL K	1 72	1 28	40	T,Th
	IDL P	1 72	1 28	40	Su,M,W,F
	BOS P	1 71	1 28	40	Su,M,W,F
	CHI P	1 78	1 35	40	Su,M,W,F
Antigua, B.W.I.	IDL P	34	26	20	Dly
	MIA P	25	19	10	Dly
	MIA BO	25	19	10	W,Sa
	IDL BO	34	26	20	Su,M,W,Sa
	YML BO	30	23	10	
Antilla, Cuba	MIA P	20	15	10	Dly
Antofagasta, Chile	MIA P	1 17	78	30	T,Th
	BOS P	1 27	96	40	W,Sa
	MSY P	1 19	90	30	T,Sa
	HOU P	1 22	92	40	T,F
	BRO P	1 22	92	40	T,F
	LAX P	1 22	92	40	T,Th
	SFO P	1 42	1 07	40	T,Th
Antwerp, Belgium	IDL S	1 17	88	30	Dly except M
	IDL BO	1 18	88	30	Dly
	BOS BO	1 16	87	30	T,Th
	YML BO	1 13	85	30	Su,T,W,Sa
Aracaju, Brazil	IDL P	1 55	1 55	40	Dly
	MIA P	1 24	1 46	30	Th,Sa
	MSY P	1 53	1 53	40	W,Sa
	HOU P	1 68	1 68	40	Su,W
	LAX P	1 90	1 90	40	T
	MIA BZ	1 17	84	20	T,Th,Sa
	IDL V	1 55	1 55	20	W,Sa
Araguari, Brazil	MIA BZ	1 13	90	30	T,Th,Sa
Arecibo, P. R.	MIA R	15	12	10	Dly
	IDL R	22	20	10	Dly
Arequipa, Peru	MIA P	1 09	73	30	Dly
	MSY P	1 07	80	30	Sa
	HOU P	1 09	82	30	F
	BRO P	1 09	82	30	F
	LAX P	1 22	92	40	Th
Arica, Chile	MIA P	1 07	80	30	Su
	MSY P	1 12	85	30	Su
	HOU P	1 16	87	30	F
	BRO P	1 16	87	30	F
Armenia, Colombia	MIA AV	54	41	15	M,T,W,F,Su
	IDL AV	54	48	20	Dly
	MSY P	60	45	20	Su,W
	HOU P	63	48	20	Dly
	BRO P	63	48	20	Su,T,F
	LAX P	77	58	30	Su,T,Th
Aruba, N.W.I.	MIA K	30	22	15	Dly
	YML K	45	35	15	Dly
	YML BO	45	35	15	
	MIA RN	30	22	15	Th
Asmara, Eritrea	IDL BO	2 11	1 58	25	Dly
	BOS BO	2 09	1 57	25	Dly
	YML BO	2 10	1 58	40	
	IDL SR	2 11	1 58	40	Su,T,F
Asuncion, Paraguay	BRO B	1 49	1 12	40	M
	CHI B	1 50	1 13	40	M
	CRP B	1 49	1 12	40	M
	DAL B	1 50	1 13	40	M
	FTW B	1 50	1 13	40	M
	HOU B	1 49	1 12	40	M
	LRD B	1 58	1 16	40	M
	SAT B	1 39	1 04	40	M
	MIA B	1 50	1 13	40	M
	MIA BZ	1 29	95	40	T,Th,Sa
	IDL P	1 47	1 11	40	Su,T,Sa
	HOU P	1 49	1 12	40	M
	BRO P	1 49	1 12	40	M
	LAX P	1 58	1 16	40	T,Th
	MIA P	1 39	1 04	40	Su,M,Th
	MSY P	1 46	1 10	40	Th,Sa
Athens, Greece	IDL LI	1 60	1 20	40	Dly
	BOS LI	1 58	1 19	40	M,W
	IDL BO	1 60	1 20	40	Dly
	YML BO	1 56	1 17	40	
	BOS BO	1 58	1 19	40	M
	IDL AF	1 60	1 20	40	Su,T,W,F
	BOS AF	1 59	1 19	40	Sa
	CHI AF	1 66	1 26	40	W,Su
	YML AF	1 56	1 17	40	W,Su
	IDL K	1 60	1 20	40	Su,M,W,Th,Sa

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Athens (Cont'd)	YML K	1.56	1.17	40	Su,Th,F	Bangkok (Cont'd)	YML BO	2.91	2.18	40		Baera, Iraq	IDL K	2.01	1.51	40	T,W
"	IDL EL	1.60	1.20	40	T,F,Sa	"	IDL K	2.91	2.21	40	Dly	"	YML K	1.92	1.44	40	Su
"	IDL SS	1.60	1.20	40	Dly	"	YML K	2.91	2.21	27	W,Sa	"	BOS BO	1.99	1.50	40	Th,Sa
"	LAX SS	1.87	1.46	40	M,W,Sa	"	IDL J	2.95	2.22	40		"	YML BO	2.01	1.48	40	
"	IDL TW	1.60	1.20	40	9 Weekly	"	SFO J	2.71	2.04	40	T,Th,Sa	"	IDL BO	2.01	1.51	40	
"	CHI TW	1.66	1.26	40	10 Weekly	"	IDL SR	2.25	2.21	40	Su,W,Th,F,Sa	"	IDL P	2.01	1.51	40	W
"	PHL TW	1.62	1.22	40	9 Weekly	"	IDL NW	2.95	2.21	40	M,W,F	"	BOS P	1.99	1.50	40	W
"	MKC TW	1.73	1.31	40	9 Weekly	"	PDX NW	2.71	2.04	40	M,W,F	"	IDL TW	2.01	1.52	40	Su,T
"	LAX TW	1.87	1.46	40	9 Weekly	"	SEA NW	2.71	2.04	40	M,W,F	"	PHL TW	2.03	1.52	40	Su,T
"	BOS TW	1.58	1.19	40	F	"	MSP NW	2.93	2.21	40	M,W,F	"	CHI TW	2.07	1.56	40	Su,T
"	IDL S	1.60	1.20	40	Su,T,F	"	CHI NW	2.17	1.96	40	M,W,F	"	MKC TW	2.14	1.62	40	Su,T
"	IDL SR	1.60	1.20	40	Dly ex. M,W	"	YIP NW	2.91	2.19	40	M,W,F	"	LAX TW	2.28	1.76	40	M,Sa
"	IDL SW	1.60	1.20	40		"	IDL S	2.36	1.77	40	T	"	IDL SR	2.01	1.51	40	M,W,Th,Sa
Auckland, N. Z.	LAX P	2.04	1.53	40	Su,W,F	Bangui, Fr. Eq. Afr.	IDL S	2.36	1.77	40	T	Bastia, Corsica	IDL AF	1.27	.96	40	Dly except F
"	SFO P	2.04	1.53	40	Su,W,F	"	IDL AF	2.00	1.50	40	Sa	"	BOS AF	1.26	.95	40	Sa
"	PDX P	2.04	1.53	40	Su,W,F	"	BOS AF	2.07	1.55	40	Sa	"	CHI AF	1.33	1.01	40	W,Sa
"	SEA P	2.05	1.53	40	M,W,F	"	CHI AF	2.15	1.62	40	W,Sa	"	YML AF	1.24	.93	40	W,Sa
"	IDL P	3.91	2.93	40	Su,W,F	Banville, Bel. Con.	YML AF	2.05	1.53	40	W,Sa	Batouri, F. E. A.	IDL AF	2.09	1.56	40	
"	BOS P	3.89	2.92	40	Su,W,F	Baracoa, Cuba	MIA P	.18	.14	07	Dly	"	BOS AF	2.07	1.55	40	Dly except Su,T
"	CHI P	2.25	1.72	40	Su,W,F	Barbados, B.W.I.	IDL BO	.44	.33	15	Dly	"	CHI AF	2.15	1.62	40	
"	SFO Q	2.04	1.53	40	M,W,F	"	MIA BO	.37	.29	20	W,Sa	"	YML AF	2.05	1.53	40	
"	YVR Q	2.04	1.53	40	Sa	Barcelona, Spain	YML BO	.49	.37	20		Bayamo, Cuba	MIA P	.14	.11	10	Dly
"	BOS HO	3.89	2.92	40	Th,Sa	"	IDL AF	1.27	.95	40	Sa,T,F	Beirut, Lebanon	IDL AF	1.75	1.32	40	Su,T,W,F,Sa
"	IDL BO	3.91	2.93	40	Dly	"	BOS AF	1.25	.94	40	Sa	"	BOS AF	1.73	1.30	40	Sa
"	YML BO	3.86	2.90	40		"	YML AF	1.22	.92	40	W,Sa	"	CHI AF	1.81	1.37	40	W,Sa
"	SEA NW	2.04	1.53	40	M,W,F	"	IDL IB	1.27	.95	25	W,F	"	YML AF	1.71	1.29	40	W,Sa
"	IDL NW	2.34	1.78	40	M,W,F	"	IDL S	1.27	.95	40	Th,Sa	"	IDL SS	1.79	1.34	40	Su,T
"	CHI NW	2.25	1.72	40	M,W,F	"	IDL P	1.27	.95	40	T,Sa	"	LAX SS	2.05	1.60	40	M,T
"	MSP NW	2.25	1.71	40	M,W,F	"	BOS P	1.25	.94	40	T,Sa	"	IDL S	1.79	1.34	40	W
Baghdad, Iraq	IDL BO	1.97	1.48	40	Dly	"	CHI P	1.32	1.00	40	T,Sa	"	IDL P	1.79	1.34	40	Dly
"	BOS BO	1.95	1.47	40	Th,Sa	"	LAX P	1.53	1.21	40	M,F	"	BOS P	1.77	1.33	40	Dly
"	YML BO	1.93	1.45	40		"	SFO P	1.56	1.20	40	M,F	"	PHL P	1.77	1.34	40	M
"	IDL K	1.94	1.48	40	Su,T,Th	"	IDL SR	1.27	.95	40	Dly	"	CHI P	1.81	1.37	40	Dly
"	YML K	1.89	1.42	40	W	"	IDL SS	1.27	.95	40	M,W,F	"	LAX P	2.05	1.60	40	Dly
"	IDL SS	1.97	1.48	40	Su,F	"	LAX SS	1.53	1.21	40	M,W,F	"	SFO P	2.04	1.56	40	Dly
"	IDL AF	1.93	1.45	40	Su,T,W	"	IDL BO	1.27	.95	40	Dly	"	IDL K	1.75	1.32	40	Dly
"	BOS AF	1.91	1.43	40	Sa	"	YML BO	1.22	.92	40	Th,Sa	"	YML K	1.75	1.31	40	Su,Th,F
"	YML AF	1.89	1.42	40	W,Sa	"	BOS BO	1.25	.94	40	Th,Sa	"	IDL BO	1.79	1.34	40	Dly
"	CHI AF	1.98	1.50	40	W,Sa	"	IDL K	1.27	.95	40	M,Th,Sa	"	ROS BO	1.77	1.33	40	Th,Sa
"	IDL EL	1.93	1.45	40	Su,T,F	Barcelona, Venezuela	CHI DC	.52	.35	15	Dly	"	YML BO	1.75	1.31	40	M,W,F,Sa
"	IDL SR	1.97	1.48	40	T,W,Th,F,Sa	"	YIP DC	.52	.35	15	Dly	"	IDL SR	1.79	1.34	40	Dly ex. Su,T
"	IDL P	1.97	1.48	40	Dly	"	HOU DC	.49	.34	15	Dly	Belem, Brazil	IDL P	.89	.71	30	Su,M,W
"	BOS P	1.97	1.47	40	Dly	"	MEM DC	.49	.32	15	Dly	"	MIA P	.89	.71	30	Su,T,Sa
"	CHI P	2.03	1.53	40	Dly	"	MSY DC	.45	.30	15	Dly	"	MSY P	1.28	.97	40	Su,T,Sa
Bahrain, Arabia	IDL BO	2.09	1.57	40	Dly	"	IDL LV	.51	.38	20	Dly except M	"	HOU P	1.38	1.04	40	Su,T,Sa
"	BOS BO	2.07	1.56	40	W,Sa	"	MIA LV	.41	.31	20	Dly except Su	"	BRO P	1.31	.98	40	Su,T,F
"	YML BO	2.05	1.54	40		"	MIA RN	.41	.31	15	W	"	LAX P	1.56	1.25	40	Su,T
Bakwanga, Bel. Con.	IDL S	2.34	1.75	40	Th,Sa	Bari, Italy	IDL LI	1.46	1.10	40	Dly	"	IDL V	.94	.71	30	W,Sa
Bahoa, Canal Zone	MIA P	.39	.20	20	Dly	"	BOS LI	1.44	1.09	40	M,W	"	MIA BZ	.89	.71	30	
"	MSY P	.45	.34	20	Dly ex. M,F	Barranca, Col.	MIA AV	.54	.41	20	Su,M,W	"	IDL BZ	.94	.71	30	
"	HOU P	.48	.37	20	Dly	"	IDL AV	.64	.48	20	Su,T,F	Belfast, N. Ireland	IDL BO	1.08	.81	30	Dly
"	BRO P	.48	.37	20	Su,T,F	"	MIA P	.54	.41	20	Dly	"	YML BO	1.03	.78	30	
"	LAX P	.61	.46	20	Su,T,W,Sa	"	MSY P	.60	.45	20	Su,T,Th,F,Sa	"	BOS BO	1.06	.79	30	Th,Sa
"	SFO P	.68	.51	20	Su,T,W,Sa	"	BRO P	.63	.48	20	Su,T,F	"	IDL SS	1.08	.81	30	Dly
"	BRO B	.48	.36	20	M,T	"	HOU P	.63	.48	20	Dly	"	IDL SR	1.32	1.14	40	T,F
"	CRP B	.48	.36	20	M,T	"	LAX P	.77	.58	30	Su,T,W,Sa	Belgrade, Yugoslav	IDL BO	1.52	1.14	40	Dly
"	DAL B	.51	.38	20	M,T	"	SFO P	.84	.63	30	Su,T,W,Sa	"	BOS BO	1.50	1.13	40	Th,Sa
"	FTW B	.51	.38	20	M,T	Barranquilla, Col.	MIA AV	.39	.20	20	Su,M,W	"	YML BO	1.48	1.11	40	
"	HOU B	.48	.36	20	M,T	"	IDL AV	.49	.37	20	Dly	"	IDL S	1.52	1.14	40	Th
"	MIA B	.51	.38	20	M,T,Th,F,Sa	"	MIA P	.39	.29	20	Dly	"	IDL LI	1.52	1.14	40	Su,T,Th,F
"	SAT B	.51	.38	20	M,T	"	MSY P	.45	.34	20	Dly ex. M,W	Belize, Br. Hond.	MSY TA	.33	.16	20	T,Sa
"	MSY TA	.45	.24	20	T,Sa	"	HOU P	.48	.37	20	Dly	"	MEX TA	.33	.24	20	T,Sa
Bamako, Fr. W. Afr.	IDL AF	1.78	1.33	40	Th	"	BRO P	.47	.37	20	Su,T,F	"	IDL BO	.63	.48	20	F,Sa,Su
"	BOS AF	1.76	1.32	40	Sa	"	LAX P	.63	.47	20	Su,T,W,Sa	"	MIA BO	.53	.40	20	W
"	CHI AF	1.84	1.39	40	W,Sa	"	MIA K	.39	.29	15	M,F	"	PIE AS	.25	.14	10	Dly
"	YML AF	1.74	1.30	40	W,Sa	"	YML K	.54	.41	15	F	"	MIA TN	.20	.15	10	M,Th
Bangkok, Siam	IDL P	2.93	2.21	40	Dly	Basankusu, Belgian Congo	YML BO	.28	.20	20	Su,Th	Bello-Horizonte, Brazil	IDL P	1.65	1.05	40	Dly
"	PDX P	2.77	2.08	40	M,T,W,F	"	IDL S	2.25	1.69	40	Su,Th	"	MIA P	1.44	1.44	40	Dly
"	SEA P	2.77	2.08	40	M,T,W,F	Basle, Switzerland	IDL SR	1.24	.93	40	Dly	"	MSY P	1.56	1.05	40	Dly
"	LAX P	2.77	2.08	40	Dly ex. M,Th	"	IDL BO	1.24	.93	40	Dly	"	HOU P	1.77	1.27	40	Dly
"	BOS P	2.93	2.20	40	Dly	"	BOS BO	1.22	.92	40	Th,Sa	"	BRO P	1.70	1.20	40	Su,T,F
"	PHL P	2.26	2.03	40	W,F	"	YML BO	1.20	.90	40		"	LAX P	1.99	1.99	40	Su,T,W,Sa
"	SFO P	2.93	2.21	40	Dly ex. M,Th	"	IDL AF	1.24	.93	40		"	SFO P	1.57	1.17	40	Su,T,W,F
"	IDL SS	2.27	2.08	40	T,Th,Sa	"	BOS AF	1.22	.92	40		"	MIA BZ	1.28	.86	40	T,Th,Sa
"	LAX SS	3.22	2.47	40	T,Th,Sa	"	CHI AF	1.30	.98	40		"	IDL BZ	1.44	.97	40	
"	IDL AF	2.86	2.15	40	Sa	"	YML AF	1.20	.90	30		Berberati, F.E.A.	IDL AF	2.09	1.56	40	
"	BOS AF	2.84	2.13	40	Sa	"	LAX SS	1.51	1.18	40	Dly	"	BOS AF	2.07	1.53	40	
"	CHI AF	2.92	2.20	40	W,Sa	"	IDL SS	1.24	.93	40	Dly	"	CHI AF	2.15	1.62	40	
"	YML AF	2.82	2.13	40	W,Sa							"	YML AF	2.05	1.53	40	
"	IDL BO	2.95	2.21	33	Dly												
"	BOS BO	2.93	2.20	33	Th,Sa												

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Bergen, Norway	IDL BO	1.24	.93	40	Dly	Bergen, Norway	IDL BO	1.24	.93	40	Dly	Brazzaville (Cont'd)	YML AF	2.05	1.53	40	W,Sa
"	BOS BO	1.22	.92	40	"	"	YML AF	2.05	1.53	40	"	"	IDL BO	2.15	1.61	40	"
"	YML BO	1.20	.90	40	"	Boende, Bel. Congo	IDL S	2.22	1.67	40	"	"	BOS BO	2.13	1.60	40	"
"	IDL SS	1.24	.93	40	Dly	Bogota, Colombia	MSY P	.60	.45	20	Sa,W	"	YML BO	2.11	1.58	40	"
"	LAX SS	1.51	1.19	40	Dly	"	HOU P	.63	.48	20	Sa,W	"	IDL K	2.09	1.56	40	T,Sa
Berlin, Germany	IDL BO	1.30	.98	40	Dly	"	BRO P	.63	.48	20	M,Th,Sa	"	YML K	2.05	1.53	40	Sa
"	BOS BO	1.28	.97	40	W,Sa	"	LAX P	.77	.58	30	Su,T,W,Sa	Bremen, Germany	IDL SS	1.24	.93	40	Dly
"	YML BO	1.26	.95	40	"	"	SFO P	.83	.62	30	Su,T,W,Sa	"	LAX SS	1.51	1.19	40	Dly
"	IDL LH	1.30	.98	40	M,T,Th,F,Sa	"	IDL AV	.64	.48	20	Su,W	"	IDL LH	1.24	.93	40	M,T,Th,F,Sa
"	IDL AF	1.30	.98	40	Dly	"	MIA AV	.64	.48	20	Su,M,W	"	IDL BO	1.24	.93	40	Dly
"	BOS AF	1.28	.97	40	F	"	PHL AS	.50	.38	20	Su,W	"	BOS BO	1.22	.92	40	"
"	CHI AF	1.36	1.03	40	"	"	YML BO	.70	.53	20	"	"	YML BO	1.20	.90	30	"
"	YML AF	1.26	.95	40	"	Bombay, India	IDL BO	2.51	1.88	40	Dly	"	IDL P	1.24	.93	40	Dly
"	BOS P	1.28	.97	40	Dly	"	YML BO	2.47	1.85	40	"	"	BOS P	1.22	.92	40	Dly
"	IDL P	1.30	.98	40	Dly	"	BOS BO	2.49	1.87	40	Th,Sa	"	IDL K	1.24	.93	40	Dly except Sa
"	CHI P	1.28	.97	40	Dly	"	IDL P	2.51	1.88	40	T,F	"	YML K	1.20	.90	30	Su,Th,F
"	LAX P	1.37	1.23	40	Dly	"	BOS P	2.49	1.87	40	T,F	"	IDL SR	1.24	.93	40	Dly
"	SFO P	1.59	1.23	40	Dly	"	CHI P	2.57	1.94	40	T,F	Bridgetown, Barbados	YML T	.49	.37	20	**W
"	IDL SR	1.30	.98	40	Dly	"	LAX P	2.78	2.14	40	Th,Sa	"	YTO T	.49	.37	20	**W
"	IDL SS	1.30	.98	40	Dly	"	CHI TW	2.57	1.94	40	Su,T	Brisbane, Aust.	IDL AF	3.41	2.58	40	F
"	LAX SS	1.57	1.23	40	Dly	"	IDL TW	2.51	1.88	40	Su,T	"	BOS AF	3.42	2.57	40	Sa
Bermuda	LGA C	.20	.15	10	Dly	"	PHL TW	2.53	1.90	40	Su,T	"	CHI AF	3.50	2.63	40	W,Sa
"	DCA C	.15	.10	10	Sa,M	"	MKT TW	2.64	1.99	40	Su,T	"	YML AF	3.40	2.55	40	W,Sa
"	IDL P	.20	.15	10	Dly	"	LAX TW	2.78	2.14	40	M,Sa	Brussels, Belgium	IDL S	1.17	.88	30	Dly except M
"	BOS P	.20	.15	10	Dly	"	IDL SR	2.59	1.88	40	Su,M,T,F	"	IDL P	1.17	.88	30	Su,W,Th,Sa
"	YML T**	.25	.19	05	Su,W	Bonaire, N.W.I.	MIA K	.30	.22	20	Dly	"	BOS P	1.15	.86	30	Su,W,Th,Sa
"	YTO T**	.25	.19	05	Su,W	Bone, Alg.	IDL AF	1.33	1.00	40	"	"	LAX P	1.43	1.13	40	Su,W,Th,Sa
"	BOS BO	.20	.15	07	Th,Sa	"	BOS AF	1.31	.98	40	"	"	SFO P	1.46	1.13	40	Su,W,Th,Sa
"	YML BO	.25	.19	10	"	"	CHI AF	1.38	1.05	40	"	"	IDL SW	1.17	.88	30	"
"	MIA BO	.25	.19	10	"	Bonn, Germany	YML AF	1.29	.97	40	"	"	IDL SS	1.17	.88	30	Dly
"	IDL BO	.20	.15	07	Su,F,Sa	Bordeaux, France	IDL LH	1.21	.92	40	M,T,Th,F,Sa	"	LAX SS	1.43	1.13	40	Dly
"	PHL BO	.24	.18	"	"	"	IDL AF	1.23	.92	40	Su,M,T,W,Sa	"	IDL AF	1.17	.88	30	Dly
Berne, Switzerland	IDL BO	1.24	.93	40	Dly	"	BOS AF	1.21	.91	40	Sa	"	BOS AF	1.15	.86	30	T,Sa
"	YML BO	1.20	.90	40	"	"	CHI AF	1.28	.98	40	W,Sa	"	CHI AF	1.22	.93	40	"
"	BOS BO	1.22	.92	40	"	"	YML AF	1.19	.89	30	W,Sa	"	YML AF	1.12	.84	30	"
"	IDL SR	1.24	.93	40	Dly	"	IDL BO	1.23	.92	40	Dly	"	IDL K	1.17	.88	30	Dly
Bimini, Bahama Is.	MIA BO	.65	.10	"	"	"	BOS BO	1.21	.91	40	"	"	YML K	1.12	.84	30	Su,W,Sa
Birmingham, England	MIA BO	1.06	.80	30	Th,Sa	"	YML BO	1.19	.89	40	"	"	IDL BO	1.17	.88	30	Dly
"	IDL BO	1.08	.81	30	Dly	"	IDL P	1.23	.92	40	Dly	"	BOS BO	1.15	.86	30	"
"	YML BO	1.04	.78	30	"	"	BOS P	1.21	.91	40	Dly	"	YML BO	1.12	.84	30	"
Bitam, F.E.A.	IDL AF	2.09	1.56	40	"	"	CHI P	1.28	.98	40	Dly	"	IDL SR	1.17	.88	30	Dly
"	BOS AF	2.07	1.55	40	"	Bouake, F.W.A.	IDL AF	1.83	1.37	40	"	"	MIA AV	.54	.41	20	Dly ex Th,Sa
"	CHI AF	2.15	1.62	40	"	"	BOS AF	1.81	1.36	40	"	"	IDL AV	.64	.48	20	Dly
"	YML AF	1.25	.95	40	"	"	CHI AF	1.88	1.42	40	"	"	HOU P	.63	.48	20	T,F
Blantyre, Nyasaland	IDL AF	2.15	1.61	40	Dly	"	YML AF	1.79	1.34	40	"	"	BRO P	.63	.48	20	Su,T,F
"	BOS BO	2.13	1.60	40	W,Sa	Bonar, F.E.A.	IDL AF	2.15	1.61	40	"	"	MSY P	.60	.45	20	Dly ex M,W
"	YML BO	2.11	1.58	40	"	"	BOS AF	2.13	1.60	40	"	"	LAX P	.78	.58	30	Su,T,W,Sa
Bloemfontein, So. Africa	IDL BO	2.24	1.68	40	Dly	"	CHI AF	2.21	1.66	40	"	Bucharest, Romania	IDL SS	1.43	1.22	40	W
"	BOS BO	2.22	1.65	40	W,Sa	"	YML AF	2.11	1.58	40	"	"	YML T	1.59	1.20	40	"
"	YML BO	2.20	1.65	40	"	Brazzaville, Fr. Eq. Af.	IDL AF	2.09	1.56	40	M,T,Sa	"	IDL AF*	1.63	1.22	40	"
Bobo, Dioulasso, Fr. W. Afr.	IDL AF	1.78	1.33	40	W	"	BOS AF	2.07	1.55	40	Sa	"	BOS AF*	1.61	1.21	40	"
"	BOS AF	1.84	1.39	40	Sa	"	CHI AF	2.15	1.62	40	W,Sa	"	CHI AF*	1.69	1.27	40	"



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INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Bucharest (Cont'd)	YML AF*	1.59	1.19	40		Cali (Cont'd)	BRO P	.63	.48	20	Su,T,F	Cologne (Cont'd)	BOS P	1.19	.89	30	Dly
Budapest, Hungary.	IDL SS	1.48	1.11	40	W		LAX P	.77	.58	30	Su,T,W,Sa		CHI P	1.27	.96	40	Dly
"	YML T	1.45	1.09	40		Camaguey, Cuba...	MIA P	.12	.09	10	Dly	"	IDL SS	1.21	.91	40	Dly
"	IDL SR	1.49	1.12	40	Dly	Campeche, Mexico...	MIA P	.29	.22	20	Dly	"	LAX SS	1.47	1.16	40	Dly
"	IDL AF*	1.48	1.11	40		"	MSY P	.25	.19	10	Su,T,Th,Sa	Colombo, Ceylon...	IDL BO	2.66	1.99	40	Dly
"	BOS AF*	1.47	1.10	40		"	HOU P	.30	.23	20	Dly	"	BOS BO	2.64	1.98	40	Th,Sa
"	CHI AF*	1.54	1.17	40		Cananes, Son., Mex.	BRO P	.29	.22	20	Su,T,F	"	YML BO	2.62	1.96	40	
"	YML AF*	1.44	1.08	40		Canton Island.....	MEX L	.23	.19	10	Dly	"	IDL TW	2.66	1.99	40	Su,T
"	IDL K	1.48	1.11	40	W	"	LAX P	1.34	1.00	40	M,T,Th,Sa	"	CHI TW	2.71	2.05	40	Su,T
Bumba, Bel. Congo	YML K	1.44	1.08	40	T	"	SFO P	1.34	1.00	40	M,T,Th,Sa	"	LAX TW	2.93	2.25	40	Sa,M
Buenos Aires, Argentina	IDL S	2.09	1.56	40	Dly except M	"	PDX P	1.34	1.00	40	M,T,Th,Sa	"	PHL TW	2.67	2.01	40	Su,T
"	MIA P	1.55	1.16	40	Dly	Capetown, U. S. Af.	SEA P	1.34	1.00	40	M,T,Th,Sa	"	MCRTW	2.79	2.10	40	Su,T
"	MSY P	1.53	1.15	40	Dly ex. M,W	"	YVR Q	1.34	1.00	40	Su	Comiso, Italy.....	IDL LI	1.53	1.14	40	M,W,F
"	HOU P	1.56	1.17	40	Dly	Caracas, Venezuela (See La Guaira)	IDL RO	2.45	1.83	40	Th,Sa	"	BOS LI	1.51	1.13	40	F
"	BRO P	1.55	1.16	40	Dly	Cartagena, Colombia	BOS BO	2.43	1.82	40		Conakry, Fr. W. Af.	IDL AF	1.62	1.22	40	T,Sa,Su
"	LAX P	1.69	1.27	40	Su,T,W,Sa	"	YML BO	2.40	1.81	40		"	BOS AF	1.61	1.20	40	Sa
"	SFO P	1.76	1.32	40	Su,T,W,Sa	Chattanooga, Tenn.	IDL AV	.56	.43	20	T,Sa	"	CHI AF	1.68	1.27	40	W,Sa
"	IDL V	1.55	1.16	40	W,Sa	"	MIA AV	.46	.35	20	M,T,W,F,Su	Concepcion, Bolivia	YML AF	1.58	1.18	40	W,Sa
"	BRO B	1.56	1.17	40	M	"	MSY P	.53	.40	20	Dly ex. M,W	"	MSY P	1.22	.92	30	Sa
"	CHP B	1.56	1.17	40	M	"	HOU P	.55	.42	20	Su,T,F	"	HOU P	1.26	.94	40	Sa
"	DAL B	1.59	1.20	40	M	Casablanca, Fr. Morocco	LAX P	.69	.52	20	Su,T,W,Sa	"	BRO P	1.26	.94	40	Sa
"	FTW B	1.59	1.20	40	M	"	BOS AF	1.24	.93	40	Sa	Copenhagen, Den...	LAX P	1.39	1.05	40	Sa
"	HOU B	1.56	1.17	40	M	"	IDL AF	1.26	.95	40	Dly	"	IDL SS	1.24	.93	40	Dly
"	MIA B	1.47	1.10	40	M,F	"	CHI AF	1.32	1.00	40	W,Sa	"	LAX SS	1.51	1.19	40	Dly
"	SAT B	1.56	1.17	40	M	"	YML AF	1.22	.92	40	W,Sa	"	IDL S	1.24	.93	40	Dly except M
"	MIA BZ	1.32	.99	40	T,Th,Sa	"	IDL BO	1.26	.95	40	Th	"	IDL SR	1.24	.93	40	Dly
"	IDL BZ	1.48	1.10	40		"	BOS BO	1.24	.93	40		"	IDL K	1.24	.93	40	Dly
Bukavu, Bel. Con...	YML BO	1.60	1.20	40		Cat Cay, Bahamas...	YML BO	1.22	.92	40		"	YML K	1.20	.90	30	Su,Th,F
"	IDL S	2.09	1.56	40	Dly except M	Catania, Italy.....	MIA BO	.05	.10			"	BOS P	1.22	.92	40	Dly except Su
"	IDL S	2.09	1.56	40	Dly	Cayenne, Fr. Guiana	IDL LI	1.50	1.12	40	M,W,F	"	IDL P	1.24	.93	40	Dly except Su
Bulawayo, S. Rhodesia	IDL BO	2.15	1.61	40	Dly	"	BOS LI	1.48	1.11	40	F	"	CHI P	1.30	.99	40	Dly except Su
"	BOS BO	2.13	1.60	40	Th,Sa	"	IDL P	.70	.53	20	T	"	PHL P	1.26	.95	40	W,F
Cagliari, Italy.....	YML BO	2.11	1.58	40		"	MIA P	.63	.48	20	T	"	IDL BO	1.24	.93	40	Dly
"	IDL LI	1.47	1.10	40	Dly	"	MSY P	.70	.53	20	Su	"	BOS BO	1.22	.92	40	
Cagliari, Italy.....	BOS BO	1.45	1.09	40	M,W	"	HOU P	.73	.55	20	Su	"	YML BO	1.20	.90	30	
Caibarien, Cuba...	MIA P	1.41	1.10	40	Dly	"	LAX P	.73	.55	20	T	"	IDL AF	1.24	.93	40	Su,M,Th,F
Cairo, Egypt.....	IDL S	1.79	1.34	40	Th,F,Sa	Cayo Mambi, Cuba	MIA P	.87	.66	30	Su	"	BOS AF	1.22	.92	40	Sa
"	IDL BO	1.79	1.34	40	Dly	Chetumal, Mexico...	BRO P	.31	.24	20	M,Th,Sa	"	CHI AF	1.30	.99	40	W,Sa
"	YML BO	1.75	1.31	40		"	HOU P	.34	.25	20	Dly	Cocquillatville, Bel. Congo	YML AF	1.20	.90	30	W,Sa
"	BOS BO	1.77	1.33	40	Th,Sa	"	MSY P	.29	.22	20	Su,T,Th,Sa	"	IDL S	2.25	1.69	40	Su,T,Th,Sa
"	IDL AF	1.79	1.34	40	T,W,Th,Sa	Chittagong, Pak....	LAX P	.46	.36	20	Dly	Cotonou, Fr. W. Afr.	IDL AF	1.83	1.37	40	M
"	BOS AF	1.77	1.33	40	W,Sa	"	IDL BO	2.71	2.05	40		"	BOS AF	1.81	1.36	40	Sa
"	YML AF	1.75	1.31	40	W,Sa	"	BOS BO	2.69	2.04	40		"	CHI AF	1.88	1.42	40	W,Sa
"	IDL K	1.75	1.31	25	Dly except Th	Christiansand, Norway	YML BO	2.67	2.02	40		"	YML AF	1.79	1.34	40	W,Sa
"	YML K	1.75	1.31	25	Su,Th,F	"	IDL K	1.24	.93	40	M,W,F	Cristobal, Canal Zone	MIA P	.39	.30	20	Dly
"	IDL SS	1.79	1.34	40	M,W,Th	"	YML K	1.20	.90	40	W	"	MSY P	.45	.34	20	Dly ex. M,W
"	LAX SS	2.05	1.60	40	M,W,Th	"	IDL SS	1.24	.93	40	M,Th,Sa	"	HOU P	.48	.37	20	Dly
"	CHI TW	1.79	1.34	40	11 Weekly	C. del Carmen, Mexico	LAX SS	1.24	.93	40	Dly	"	BRO P	.49	.37	20	Su,T,F
"	BOS TW	1.77	1.33	40	F	"	MIA P	.31	.24	20	Dly	"	LAX P	.49	.37	20	Su,T,W,Sa
"	LAX TW	2.05	1.60	40	10 Weekly	Ciudad Trujillo, DR.	MSY P	.28	.21	10	Sa,Su,T,Th	"	MSY TA	.45	.34	20	T,Sa
"	PHL TW	1.81	1.36	40	10 Weekly	"	BRO P	.25	.19	10	M,Th,Sa	Cucuta, Colombia...	IDL AV	.64	.48	20	Dly
"	MKCTW	1.91	1.45	40	10 Weekly	"	HOU P	.28	.21	10	Dly	"	MIA AV	.54	.41	20	Su,M,W
"	IDL SR	1.79	1.34	40	Dly	"	MIA P	.25	.21	10	Dly	"	BRO P	.63	.48	20	Su,T,Th
"	IDL SW	1.79	1.34	40	Dly	"	MSY P	.15	.12	10	Dly	"	HOU P	.63	.48	20	Dly
"	IDL P	1.79	1.34	40	Dly	"	IDL V	.25	.21	15	Dly	"	LAX P	.78	.58	20	Su,T,W,Sa
"	BOS P	1.77	1.33	40	Dly	"	CHI DC	.28	.24	10	M,T,Sa	Curacao, N.W.I....	IDL P	.40	.31	20	Su,T,Th,Sa
"	CHI P	1.85	1.39	40	Dly	"	YIP DC	.27	.23	10	M,T,Sa	"	MIA K	.30	.23	20	Su,M,W,F
Calcutta, India.....	BOS P	2.64	1.98	40	T,W,Sa	"	HOU DC	.25	.22	10	M,T,Sa	"	YML K	.45	.35	20	T,F
"	PHL P	2.62	1.96	40	T,W,Sa	Cochabamba, Bolivia	MSY DC	.22	.18	10	M,T,Sa	"	MIA RN	.30	.23	20	Th
"	SFO P	2.58	1.94	40	M,W,F	"	MEMDC	.21	.10	M,T,Sa	"	IDL V	1.68	1.68	40	W,Sa	
"	LAX P	3.04	2.28	40	T,Sa	"	MIA P	1.13	.85	30	M,T,Sa	"	YML BO	.45	.35	20	
"	IDL SS	2.64	1.98	40	T,Sa	"	MSY P	1.19	.90	30	Dly ex. M,W	Curitiba, Brazil....	IDL P	1.68	1.68	40	Dly
"	IDL K	2.64	1.98	40	Sa,F	"	HOU P	1.22	.92	40	M,W,F,Sa	"	MIA P	1.46	1.46	40	Dly
"	YML K	2.59	1.95	40	Su,F	"	BRO P	1.22	.92	40	Su,T,F	"	MSY P	1.61	1.61	40	Dly
"	IDL BO	2.64	1.98	40	Su,W	Cologne, Germany...	LAX P	1.36	1.02	40	Su,T,W,Sa	"	HOU P	1.83	1.83	40	Dly
"	BOS BO	2.62	1.96	40	W,F,Sa	"	IDL S	1.21	.91	40	Dly except M	"	LAX P	1.75	1.75	40	Su,T,F
"	YML BO	2.59	1.95	40		"	IDL LH	1.21	.91	40	M,T,Th,F,Sa	"	MIA BZ	2.06	2.06	40	Su,T,W,Sa
"	IDL AF	2.64	1.98	40	Su,T,W,Sa	"	BOS BO	1.19	.89	30	Dly	"	IDL BZ	1.24	.91	40	Th,Sa
"	BOS AF	2.62	1.96	40	Sa	"	YML BO	1.17	.88	30		Dacca, Pakistan....	IDL BO	2.64	1.98	40	Dly
"	CHI AF	2.62	2.03	40	W,Sa	"	IDL AF	1.21	.91	40	M,T,W,Th,F	"	BOS BO	2.62	1.96	40	W,Sa
"	YML AF	2.59	1.95	40	W,Sa	"	BOS AF	1.19	.89	30	Sa	"	YML BO	2.59	1.95	40	
"	IDL SR	2.64	1.98	40	Su,T,F,Sa	"	CHI AF	1.27	.96	40	W,Sa	Dakar, Senegal....	IDL P	1.45	1.09	40	Su,Th
"	IDL T	2.26	21.0*	10	Dly	"	YML AF	1.17	.88	30	W,Sa	"	IDL AF	1.45	1.09	40	T,W,Th,Sa,Su
Calgary, Alb., Can.	IDL T	.54	.41	20	Dly	"	IDL P	1.21	.91	40	Dly	"	BOS AF	1.43	1.08	40	W,Sa
Cali, Colombia.....	MIA P	.54	.41	20	Dly							"	CHI AF	1.51	1.14	40	W,Sa
"	IDL AV	.64	.48	20	Dly							"	YML AF	1.41	1.06	40	W,Sa
"	MIA AV	.54	.41	20	M,T,W,F,Su												
"	MSY P	.60	.45	20	Dly ex. M,W												
"	HOU P	.63	.48	20	Dly												

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Dakar (Cont'd)	IDL BO	1.45	1.08	.40	Edmonton (Cont'd)	CHI NW	26	22	10	M,W,F	Geneva (Cont'd)	BOS BO	1.22	.92	.40
"	BOS BO	1.43	1.08	.40	"	MSP NW	26	22	10	M,W,F	"	YML BO	1.20	.90	.30
"	YML BO	1.41	1.06	.40	Elizabethville, Belgian Congo	IDL S	2.15	1.61	.40	T,W,Sa	"	IDL SS	1.24	.93	.40
"	IDL SR	1.45	1.10	.40	"	IDL BO	2.13	1.61	.40		"	LAX SS	1.51	1.18	.40
"	IDL K	1.42	1.07	.40	"	BOS BO	2.13	1.60	.40		"	IDL AF	1.24	.93	.40
"	IDL P	1.42	1.07	.40	"	YML BO	2.11	1.58	.40		"	BOS AF	1.22	.92	.40
"	BOS P	1.43	1.08	.40	Entebbe, Uganda	IDL BO	2.15	1.61	.40	Dly	"	CHI AF	1.30	.98	.40
"	CHI P	1.51	1.14	.40	"	BOS BO	2.13	1.60	.40	Th,Sa	"	YML AF	1.20	.90	.30
Damascus, Syria	IDL P	1.79	1.34	.40	"	YML BO	2.11	1.58	.40		"	IDL K	1.24	.93	.40
"	PHL P	1.77	1.34	.40	"	IDL S	2.15	1.61	.40	Sa	"	YML K	1.20	.90	.30
"	BOS P	1.77	1.34	.40	Esmeraldas, Ecuador	MIA P	.68	.51	.20	M	"	IDL TW	1.24	.93	.40
"	CHI P	1.85	1.39	.40	"	MSY P	.73	.55	.20	Sa	"	CHI TW	1.30	.98	.40
"	LAX P	2.05	1.60	.40	"	HOU P	.77	.58	.30	Sa	"	PHL TW	1.26	.95	.40
"	IDL AF	1.79	1.34	.40	"	BRO P	.77	.58	.30	Sa	"	MKC TW	1.37	1.04	.40
"	BOS AF	1.77	1.33	.40	"	LAX P	.89	.67	.30	Sa	"	LAX TW	1.51	1.18	.40
"	CHI AF	1.85	1.39	.40	Fairbanks, Alaska	SEA P	.40	.17	.20	Dly	"	IDL BH	1.24	.93	.40
"	YML AF	1.75	1.31	.40	Fes, Morocco	IDL AF	1.29	.97	.40	T	"	IDL P	1.24	.93	.40
"	IDL BO	1.79	1.34	.40	"	BOS AF	1.27	.95	.40	Sa	"	BOS P	1.22	.92	.40
"	YML BO	1.75	1.31	.40	"	CHI AF	1.35	1.02	.40	W,Sa	"	CHI P	1.30	.98	.40
"	BOS BO	1.77	1.33	.40	"	YML AF	1.25	.94	.40	W,Sa	Georgetown, British Guiana	IDL P	.56	.43	.20
"	IDL SS	1.79	1.34	.40	Fiji Islands	LAX P	1.71	1.28	.40	M,T,Th,Sa	"	MIA P	.49	.37	.20
"	LAX SS	2.05	1.60	.40	"	PDX P	1.71	1.28	.40	T,Sa	"	MSY P	.56	.43	.20
"	IDL K	1.79	1.34	.40	"	SFO P	1.71	1.28	.40	M,T,Th,Sa	"	HOU P	.59	.45	.20
"	IDL SW	1.79	1.34	.40	"	SFO Q	1.71	1.28	.40	M,W,F	"	BRO P	.59	.45	.20
"	IDL SR	2.09	1.56	.40	"	YVR Q	1.71	1.28	.40	Sa	"	LAX P	.73	.55	.20
Dar-es-Salaam, Tanzania	IDL S	2.09	1.56	.40	Florianopolis, Brazil	IDL P	1.70	1.27	.40	Dly	"	MIA K	.49	.37	.20
"	YML BO	2.11	1.58	.40	"	MIA P	1.48	1.48	.40	Dly	"	IDL BO	.56	.42	.20
"	BOS BO	2.13	1.60	.40	"	MSY P	1.65	1.65	.40	T,Th	"	MIA BO	.49	.37	.20
"	IDL BO	2.15	1.61	.40	"	HOU P	1.87	1.87	.40	W,F	"	YML BO	.60	.45	.20
Darwin, Australia	IDL BO	3.16	2.37	.40	"	BRO P	1.80	1.80	.40	M,Th,Sa	Gibraltar, Gibraltar	IDL BO	1.32	.99	.40
"	BOS BO	3.14	2.35	.40	"	LAX P	2.03	1.66	.40	Su,T,Th	"	BOS BO	1.30	.98	.40
"	YML BO	3.12	2.34	.40	"	IDL V	1.70	1.70	.40	W,Sa	"	YML BO	1.27	.96	.40
"	IDL AF	3.16	2.37	.40	Fort Archambault, Fr. E. Afr.	IDL AF	2.13	1.61	.40	T	Glasgow, Scotland	IDL SS	1.03	.78	.30
"	BOS AF	3.14	2.35	.40	"	BOS AF	2.21	1.66	.40	W,Sa	"	LAX SS	1.30	1.03	.40
"	CHI AF	3.22	2.42	.40	"	YML AF	2.11	1.58	.40	W,Sa	"	IDL K	1.03	.78	.30
"	YML AF	3.12	2.34	.40	Fort Dauphin, Mad.	IDL AF	2.71	2.04	.40	M	"	YML T	.99	.74	.30
Delhi, India	IDL BO	2.53	1.90	.40	"	CHI AF	2.77	.99	.40	W,Sa	"	IDL P	1.03	.78	.30
"	YML BO	2.49	1.87	.40	"	YML AF	2.67	2.00	.40	W,Sa	"	BOS P	1.01	.76	.30
"	BOS BO	2.51	1.88	.40	"	BOS AF	2.69	2.02	.40	Sa	"	IDL BO	1.03	.78	.30
"	IDL K	2.53	1.90	.40	"	IDL P	.39	.29	.20	Su,T,Th	"	BOS BO	1.01	.76	.30
"	IDL SR	2.53	1.90	.40	Fort de France, Mar.	YML BO	.44	.34	.20		"	YML BO	.99	.74	.30
"	IDL AF	2.53	1.90	.40	Fort Lamy, Fr. E. Afr.	IDL AF	2.15	1.61	.40	W,Sa	Goma, Bel. Congo	IDL SW	1.03	.78	.30
"	BOS AF	2.51	1.88	.40	"	BOS AF	2.13	1.60	.40	W,Sa	"	IDL S	2.14	1.61	.40
"	CHI AF	2.59	1.95	.40	"	CHI AF	2.11	1.58	.40	W,Sa	Gothenburg, Sweden	IDL SS	1.27	.95	.40
"	YML AF	2.49	1.87	.40	"	YML AF	2.11	1.58	.40	W,Sa	"	LAX SS	1.53	1.21	.40
Dhahran, Saudi Arabia	IDL TW	2.15	1.62	.40	Fort William, Ontario, Can.	IDL T	.13	10.60	.10	Dly	"	IDL SR	1.27	.95	.40
"	PHL TW	2.11	1.59	.40	Fortaleza (Ceara), Brazil	IDL P	1.39	1.39	.40	Su,M,W	"	IDL BO	1.27	.95	.40
"	MKC TW	2.22	1.68	.40	"	MIA P	1.23	1.23	.40	Su,M,T,W	"	BOS BO	1.25	.94	.40
"	LAX TW	2.36	1.82	.40	"	MSY P	1.44	1.44	.40	Su,M,T,W	Goyania, Brazil	YML BO	1.22	.92	.40
"	IDL P	2.09	1.57	.40	"	HOU P	1.44	1.44	.40	Su,M,T,W	"	MIA BZ	1.05	.80	.30
"	BOS P	2.07	1.56	.40	"	BRO P	1.51	1.51	.40	Su,T,F	Grenada, B.W.I.	IDL BO	.47	.35	.20
"	CHI P	2.15	1.62	.40	"	LAX P	1.72	1.72	.40	Su,T,Sa	"	MIA B*	.38	.29	.20
"	IDL K	2.09	1.57	.40	"	MIA BZ	.97	.63	.30	T,Th,Sa	Guadalajara, Mex.	HOU P	.21	.18	.10
"	YML K	2.05	1.54	.40	Franceville, F. E. A.	IDL AF	2.15	1.61	.40	W,F	"	BRO P	.21	.16	.10
"	IDL BO	2.09	1.57	.40	"	BOS AF	2.13	1.60	.40	Sa	"	LAX P	.29	.24	.20
"	BOS BO	2.07	1.56	.40	"	CHI AF	2.21	1.66	.40	W,Sa	Guadaloupe, F.W.I.	IDL BO	.35	.26	.20
"	YML BO	2.05	1.54	.40	"	YML AF	2.11	1.58	.40	W,Sa	"	MIA BO	.29	.24	.20
"	IDL SS	2.09	1.57	.40	"	IDL BZ	1.13	.74	.30		"	IDL P	.35	.26	.20
"	LAX SS	2.36	1.82	.40	Frankfurt-on-Main, Germany	IDL V	1.39	1.39	.40	W,Sa	Guam	LAX P	2.10	1.57	.40
"	IDL SR	2.09	1.57	.40	"	BOS P	1.22	.92	.40	16 Wkly	"	SFO P	2.10	1.57	.40
Diago, Suarez, Madag.	IDL AF	2.73	2.05	.40	"	IDL P	1.24	.93	.40	16 Wkly	"	PDX P	2.10	1.57	.40
"	BOS AF	2.71	2.04	.40	"	CHI P	1.30	.98	.40	16 Wkly	"	SEA P	2.10	1.57	.40
"	CHI AF	2.79	2.10	.40	"	PHL P	1.26	.95	.40	16 Wkly	Guantanamo, Cuba	MIA P	.34	.26	.20
"	YML AF	2.69	2.02	.40	"	IDL BO	1.24	.93	.40	Dly	"	CHI AF	.35	.27	.20
Djambala, F.E.A.	IDL AF	2.15	1.61	.40	"	IDL LH	1.24	.93	.40	Dly except T	"	HOU P	.31	.24	.20
"	BOS AF	2.13	1.60	.40	"	BOS BO	1.24	.93	.40	Dly	"	LAX P	.41	.36	.20
"	CHI AF	2.21	1.66	.40	"	YML BO	1.20	.90	.30	Dly	"	MSY TA	.35	.17	.20
"	YML AF	2.11	1.58	.40	"	IDL K	1.24	.93	.40	Dly	"	MEX TA	.17	.12	.10
Dolisie, F.E.A.	IDL AF	2.15	1.61	.40	"	YML K	1.20	.90	.30	Su,Th,F	"	PIE AS	.16	.10	.10
"	BOS AF	2.13	1.60	.40	"	IDL LI	1.24	.93	.40	M,W	Guayaquil, Ecuador	MIA AV	.65	.49	.10
"	CHI AF	2.21	1.66	.40	"	BOS LI	1.22	.92	.40		"	MSY P	.71	.54	.20
"	YML AF	2.11	1.58	.40	"	IDL SW	1.24	.93	.40	Dly	"	HOU P	.74	.56	.20
Donais, Fr. W. Africa	IDL AF	2.07	1.55	.40	"	IDL SS	1.24	.93	.40	Dly	"	BRO P	.74	.56	.20
"	BOS AF	2.05	1.54	.40	"	LAX SS	1.51	1.18	.40	Dly except M	"	LAX P	.87	.66	.30
"	CHI AF	2.13	1.61	.40	"	IDL SR	1.24	.93	.40	Dly	"	IDL P	.73	.56	.20
"	YML AF	2.03	1.52	.40	"	PHL TW	1.22	.92	.40	17 Wkly	"	BRO B	.74	.56	.20
Dublin, Eire	UL K	.98	.74	.30	"	CHI TW	1.37	1.04	.40	17 Wkly	"	CRP R	.74	.56	.20
"	IDL K*	1.03	.77	.30	"	MKC TW	1.37	1.04	.40	17 Wkly	"	DAL B	.77	.58	.30
"	IDL BO	1.03	.77	.30	"	LAX TW	1.51	1.18	.40	17 Wkly	"	FTW R	.77	.58	.30
"	BOS BO	1.01	.76	.30	"	IDL AF	1.24	.93	.40	Dly	"	HOU B	.74	.56	.20
"	YML BO	1.01	.76	.30	"	CHI AF	1.30	.98	.40	W,Sa	"	MIA R	.65	.49	.20
"	LAX SS	1.03	.77	.30	"	YML AF	1.20	.90	.30	W,Sa	"	SAT B	.72	.58	.3

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Hamilton (Cont'd)	LGA C	20	10	10	Dly		Hong Kong (Cont'd)	YML AF	3.26	2.44	40	W,Sa		Jeddah (Cont'd)	BOS BO	1.99	1.49	40	Th,Sa	
"	MIA BO	25	19	10	W,Sa		"	SFO J	2.54	1.91	40	Su,T,Th,Sa		"	IDL SR	2.00	1.51	40	T,Sa	
"	YML BO	25	19	10			"	IDL NW	2.78	2.08	40	M,W,F		"	SFO J	2.60	1.95	40	Su,T,Th,Sa	
Hanover, Germany	IDL BO	20	15	10	Su,F,Sa		"	YIP NW	2.74	2.05	40	M,W,F		"	IDL J	2.91	2.18	40		
"	IDL BO	1.24	93	40	Dly		"	CHI NW	2.72	2.04	40	M,W,F		"	IDL P	2.90	1.51	40	Dly	
"	BOS BO	1.22	90	30			"	MSP NW	2.68	2.01	40	M,W,F		"	CHI P	2.03	1.53	40	Dly	
"	YML BO	1.20	90	30			"	PDX NW	2.54	1.91	40	M,W,F		Jerusalem, Israel (See Lydda, Israel)						
"	IDL SS	1.24	93	40	Dly		"	SEA NW	2.54	1.91	40	M,W,F		Jibuti, Fr.	BOS BO	2.18	1.63	40		
"	IDL LH	1.25	93	40	M,T,Th,F,Sa		"	BOS NW	2.78	2.08	40	M,W,F		Somaliand	YML BO	2.15	1.61	40		
"	IDL K	1.24	93	40	Dly except Sa		Honolulu, T. H.	LAX P	71	57	20	Dly		"	IDL BO	2.20	1.65	40		
"	YML K	1.20	90	40	Su,Th,F		"	SFO P	71	57	20	Dly		Joao Pessoa	IDL P	1.47	40	T,Th		
"	IDL SR	1.24	93	40	Dly		"	PDX P	71	57	20	M,W,F		(Cabadello)	MIA P	1.25	40	T,Th		
"	IDL AF	1.24	93	40			"	SEA P	71	57	20	M,W,F		Johannesburg	IDL BO	2.15	1.61	40	T,F,Sa	
"	BOS AF	1.22	92	40			"	SFO U	71	57	20	Dly		U. of So. Africa	IDL K	2.15	1.61	40		
"	CHI AF	1.30	99	40			"	IDL P	1.01	93	30	Dly		"	YML K	2.11	1.58	40	Sa	
"	YML AF	1.20	90	40			"	CHI P	92	77	30	Dly		"	IDL P	2.15	1.61	40	Su,Th	
"	LAX SS	1.51	119	40	Dly		"	LAX U	71	57	20	Dly		"	BOS P	2.13	1.60	40	Su,Th	
Havana, Cuba	MIA P	08	06	10	Dly		"	CHI U	92	77	30	Dly		"	IDL BO	2.15	1.61	40	Dly	
"	CHI DC	20	17	10	Dly		"	MKE U	92	77	30	Dly		"	YML BO	2.11	1.58	40		
"	YIP DC	20	17	10	Dly		"	CLE U	97	80	30	Dly		"	BOS BO	2.13	1.60	40	Th,Sa	
"	HOU DC	19	15	10	Dly		"	YIP U	96	79	30	Dly		"	IDL S	2.15	1.61	40	Th,Sa	
"	MSY DC	14	11	10	Dly		"	LGA U	1.01	83	30	Dly		"	IDL SS	2.15	1.61	40	W	
"	STL DC	19	16	10	Dly		"	DCA U	99	83	30	Dly		Jon, Nigeria	IDL BO	1.83	1.37	40	Dly	
"	IND DC	19	16	10	Dly		"	PHL U	1.01	83	30	Dly		"	YML BO	1.79	1.34	40		
"	HOU DC	19	15	10	Dly		"	EW R	1.01	83	30	Dly		"	BOS BO	1.81	1.36	40		
"	EVV DC	19	15	10	Dly		"	BDL U	1.02	84	30	Dly		Juneau, Alaska	SEA P	30	15	20	Dly	
"	FWA DC	20	17	10	Dly		"	BOS U	1.02	84	30	Dly		Kabul	IDL B	2.27	1.70	40	W	
"	JAN DC	17	14	10	Dly		"	IDL NW	1.01	80	30	M,W,F		"	IDL BO	2.50	1.94	40		
"	LIT DC	20	18	10	Dly		"	CHI NW	92	77	30	M,W,F,Sa		"	BOS BO	2.57	1.93	40		
"	MEMDC	17	14	10	Dly		"	YIP NW	96	79	30	M,W,F		"	YML BO	2.55	1.95	40		
"	PUK DC	19	15	10	Dly		"	MKE NW	92	77	30	M,W,F,Sa		Kaduna, Nigeria	IDL BO	1.83	1.37	40	Dly	
Havana, Cuba	SHV DC	19	16	10	Dly		"	MSP NW	92	75	30	M,W,F,Sa		"	YML BO	1.79	1.34	40		
"	TOL DC	20	17	10	Dly		"	PDX NW	92	75	30	M,W,F,Sa		"	BOS BO	1.81	1.36	40		
"	MKD DC	21	18	10	Dly		"	SEA NW	71	57	20	M,W,F,Sa		Kaele, F.E.A.	IDL AF	2.15	1.61	40	W	
"	MIA K	08	06	10	Su,W,F		"	GEG NW	77	60	30	M,W,F,Sa		"	BOS AF	2.13	1.60	40	Sa	
"	MIA EA	08	05	10	Dly		"	YVR Q	74	56	20	Su		"	CHI AF	2.21	1.66	40	W,Sa	
"	LGA EA/m	1.23	09	10	Dly		Innsbruck, Austria	IDL SR	1.31	98	40	Dly ex. M,W		"	YML AF	2.11	1.58	40	W,Sa	
"	MSY N	14	11	10	Dly		"	IDL K	1.32	99	40	F		Kalima	IDL S	2.27	1.70	40	T,Th,Sa	
"	MIA N	08	06	10	Dly		"	IDL P	1.32	99	40	Dly		Kamaran, Aden Colony	IDL BO	2.19	1.64	40	Dly	
"	TPA N	09	07	10	Dly		"	IDL S	2.20	1.65	40	Th		"	BOS BO	2.17	1.62	40		
"	DCA N	16	13	10	Dly		Inongo, Bel. Congo	MIA AV	69	48	20	Dly ex. Su,M		"	YML BO	2.15	1.61	40		
"	IDL N	18	14	10	Dly		Ipiales, Colombia	IDL AV	75	56	20	Dly ex. Su,M		"	IDL S	2.22	1.66	40	Th,Sa	
"	BAL N	17	13	10	Dly		"	BRO P	74	56	20	M,Th,Sa		"	IDL BO	1.83	1.37	40	Dly	
"	CHS N	15	12	10	Dly		"	HOU P	74	56	20	Su,W		Kamina	BOS BO	1.81	1.36	40	Th,Sa	
"	JAX N	12	09	10	Dly		"	LAX P	87	66	30	Su,T,Th		Kano, Nigeria, B.W.A.	BOS BO	1.81	1.36	40	Th,Sa	
"	MOB N	13	10	10	Dly		Ipoh (Malaya)	IDL BO	3.08	2.31	40			"	YML BO	1.79	1.34	40		
"	BOS BO	3.30	2.48	40			"	BOS BO	3.07	2.30	40			"	IDL AF	1.83	1.37	40	M,T	
"	ORF N	16	13	10	Dly		"	YML BO	3.04	2.30	40			"	SOS AF	1.81	1.36	40	Sa	
"	SAV N	13	10	10	Dly		"	IDL S	2.22	1.67	40	M,T,Sa		"	CHI AF	1.88	1.42	40	W,Sa	
"	EW R	18	14	10	Dly		Irumu, Bel. Congo	IDL K	1.71	1.28	40	Dly except Sa		"	YML AF	1.79	1.34	40	W,Sa	
"	PHL N	18	14	10	Dly		Istanbul, Turkey	YML K	1.67	1.26	40	Su		"	IDL K	1.79	1.34	40	T,Sa	
"	BRO B	21	18	10	M		"	BOS P	1.70	1.27	40	Su,M,W,F		"	YML K	1.74	1.30	40	Sa	
"	CRP B	20	17	10	M		"	IDL P	1.71	1.28	40	Su,M,W,F		"	IDL S	1.83	1.37	40	Su,T,Th,Sa	
"	DAL B	1.16	16	10	M		"	IDL LI	1.71	1.28	40	Dly		Karachi, Pakistan	BOS P	2.35	1.78	40	Su,T,Th	
"	FTW B	1.16	16	10	M		"	BOS LI	1.69	1.27	40	M,W		"	LAX P	2.67	2.05	40	M,W,F,Sa	
"	HOU B	18	15	10	M		"	IDL AF	1.71	1.28	40	S,M,T,W,F		"	SFO P	2.56	1.93	40	M,W,F,Sa	
"	SAT B	20	17	10	M		"	BOS AF	1.70	1.27	40	Sa		"	IDL SS	2.40	1.80	40	T,Th,Sa	
"	IDL AL	18	14	10	F		"	CHI AF	1.77	1.34	40	W,Sa		"	LAX SS	2.67	2.05	40	T,Th,Sa	
"	PIE AS	07	06	10	M,W,F		"	YML AF	1.68	1.26	40	W,Sa		"	IDL K	2.34	1.75	40	Dly	
Helsinki, Finland	IDL SS	1.39	1.05	40	Dly		"	IDL EL	1.71	1.28	40	Su,T,F		"	YML K	2.30	1.72	40	W,Sa	
"	LAX SS	1.66	1.30	40	Dly		"	IDL BO	1.71	1.28	40	Dly		"	IDL BO	2.40	1.80	40	Dly	
"	BOS P	1.37	1.03	40	M,W,F		"	BOS BO	1.70	1.27	40	Sa		"	BOS BO	2.38	1.78	40	Th,Sa	
"	IDL P	1.39	1.05	40	M,W,F		"	YML BO	1.67	1.26	40			"	YML BO	2.36	1.77	40		
"	IDL SR	1.39	1.05	40	Dly		"	IDL SS	1.71	1.28	40	M,W,Sa		"	IDL AF	2.40	1.80	40	Su,T,W,F,Sa	
"	IDL BO	1.39	1.05	40			"	LAX SS	1.98	1.54	40	M,W,Sa		"	BOS AF	2.38	1.78	40	Sa	
"	BOS BO	1.37	1.03	40			"	IDL SR	1.71	1.28	40	M,W,Th		"	CHI AF	2.45	1.85	40	W,Sa	
"	YML BO	1.35	1.02	40			Itepec, Mexico	MIA P	51	39	20	Dly		"	YML AF	2.36	1.77	40	W,Sa	
Hermosillo, Mexico	LAX P	19	14	10	Dly		"	HOU P	24	19	10	Dly		"	SFO J	3.67	2.53	40	Su,T,Th,Sa	
Holguin, Cuba	MIA P	15	11	10	Dly		Jakarta, Java	IDL BO	3.08	2.31	40	Dly		"	IDL J	3.61	2.70	40		
Hong Kong, Br. Grn. Col.	IDL P	3.30	2.48	40	Dly except Th		"	YML BO	3.04	2.28	40			"	IDL SR	2.40	1.80	40	Dly except Su	
"	BOS BO	3.28	2.46	40	Dly except Th		"	BOS BO	3.05	2.30	40	Th,Sa		Kasango	IDL S	2.25	1.68	40	Th	
"	CHI P	2.68	2.01	40	Dly except Th		"	IDL K	3.08	2.31	40	Dly ex. Su,W		Keflavik, Iceland	IDL P	85	64	30	T	
"	PDX P	2.54	1.91	40	Su,M,F,Sa		"	YML K	3.04	2.28	40	W,Sa		"	IDL SW	85	64	30	T,Th	
"	SEA P	2.54	1.91	40	Su		"	IDL NW	2.90	2.21	40	M,W,F		"	IDL AW	85	64	30	T,Th	
"	LAX P	2.54	1.91	40	T,Th,Sa		"	YIP NW	2.85	2.18	40	M,W,F		"	YML AW	81	61	30	Th	
"	SFO P	2.54	1.91	40	W,F		"	CHI NW	2.81	2.15	40	M,W,F		Ketchikan, Alaska	SEA P	25	14	10	Dly	
"	IDL BO	3.30	2.48	40	Dly		"	MSP NW	2.81	2.13	40	M,W,F		Khartoum, Anglo-Egypt, Sudan	IDL BO	2.09	1.56	40	Dly	
"	BOS BO	3.28	2.46	40	Th,Sa		"	PDX NW	2.60	1.95	40	M,W,F		"	BOS BO	2.07	1.55	40	Th,Sa	
"	YML BO	3.26	2.44	40			"	SEA NW	2.60	1.95	40	M,W,F		"	YML BO	2.05	1.53	40	T,F	
"	IDL AF	3.30	2.48	40	F		"	BOS NW	2.61	2.23	40	M,W,F		"	IDL SS	2.09	1.56	40	T,F	
"	BOS AF	3.28	2.46	40	Sa		Jeddah, Saudi Arabia	IDL BO	2.00	1.51	40	Dly		"	LAX SS	2.35	1.82	40	W,Sa	
"	CHI AF	3.36	2.53	40	W,Sa		"	YML BO	1.98	1.47	40									

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airlines	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airlines	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airlines	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Khartoum (Cont'd)	IDL AF	2.09	1.56	40	F	Leopoldville (Cont'd)	IDL BO	2.15	1.61	40		Lusaka (Cont'd)	BOS BO	2.13	1.60	40	Dly
"	BOS AF	2.07	1.55	40	Sa	"	BOS BO	2.13	1.60	40	T.Sa	"	YML BO	2.13	1.58	40	
"	CHI AF	2.14	1.62	40	W.Sa	"	IDL T	2.15	1.61	40		Luxembourg	IDL S	1.21	.90	40	T,W,Th
"	YML AF	2.05	1.53	40	W.Sa	Lethbridge	IDL T	25.20	70*	10	Dly	"	IDL K	1.21	.91	30	Su,Th
Kigali	IDL K	2.09	1.56	40	W	Alb., Canada	CTB W	.07	.0478	10	Dly	Lydda, Israel (See Tel Aviv)	IDL P	1.52	1.52	40	Su,T,W
Kikwit	IDL S	2.21	1.66	40	Sa	Libenge, Bel. Con.	IDL S	2.30	1.72	40	Th	"	MIA P	1.52	1.52	40	Dly
Kimberley, So. Afr.	IDL BO	2.25	1.70	40	Th	Libreville, F.E.A.	IDL AF	2.15	1.61	40	M,W,F	"	MSY P	1.26	1.26	40	Dly
"	BOS BO	2.24	1.68	40	Dly	"	BOS AF	2.13	1.60	40	Sa	"	HOU P	1.51	1.51	40	Su,T,Th,Sa
"	YML BO	2.21	1.66	40	Th,Sa	"	CHI AF	2.21	1.66	40	W.Sa	"	BRO P	1.65	1.65	40	Su,W
Kindu, Belg. Congo	IDL S	2.19	1.64	40	T.Sa	Lima, Peru	YML AF	2.11	1.58	40	W.Sa	"	LAX P	1.56	1.56	40	M,Th,Sa
Kinshasa, Congo	IDL BO	2.30	1.72	40	Dly	"	MIA P	.87	.66	30	Dly	"	LAX P	1.86	1.86	40	Dly
Kumasi, Gold Coast	BOS BO	2.28	1.70	40	Dly	"	MSY P	.93	.70	30	Dly ex. M,F	"	IDL V	1.52	1.52	40	W.Sa
"	YML BO	2.26	1.69	40	Dly	"	HOU P	.97	.73	30	Dly ex. T,F	"	MIA BZ	1.17	.75	30	
Kingston, Jamaica	MIA P	.20	.15	10	Dly	"	BRO P	.97	.73	30	M,Th,Sa	"	IDL BZ	1.33	.86	40	Dly
"	IDL K	.20	.15	10	Dly	"	LAX P	1.09	.82	30	Su,T,W,Sa	Madras, India	IDL BO	2.94	1.98	40	Dly
"	IDL BO	.20	.15	10	Dly	"	CHI AF	.87	.63	30	M,T,Th,F,Sa	"	BOS BO	2.82	1.96	40	Dly
"	IDL BO	.20	.15	10	Dly	"	HOU P	.96	.72	30	M,T	"	YML BO	2.59	1.95	40	Dly
"	YML BO	.20	.15	10	Dly	"	SAT B	.99	.74	30	M,T	Madrid, Spain	IDL BO	1.22	.92	40	Dly
"	YML T	.35	.27	20	M	"	BRO B	.96	.72	30	M,T	"	BOS BO	1.21	.91	40	Th,Sa
"	YTO T	.35c	.26	20	W	"	CRP B	.96	.72	30	M,T	"	YML BO	1.18	.89	30	
Kolwezi	IDL AV	.30	.23	20	Su,M,W,Th,F	"	DAL B	.99	.74	30	M,T	"	IDL IB	1.23	.92	40	W,F
Kongolo	MIA K	.20	.15	10	Dly	"	FTW B	.99	.74	30	M,T	"	IDL AF	1.29	.97	40	M,W,Th,Sa
Korhogo, F.W.A.	IDL S	2.24	1.68	40	T,Th,Sa	"	MIA LV	.97	.73	30	M,T	"	BOS AF	1.21	.91	40	Sa
"	IDL S	2.23	1.75	40	Th	"	MIA TN	.65	.50	20	M,W,F	"	CHI AF	1.28	.98	40	W.Sa
"	IDL AF	1.83	1.37	40		"	YML BO	1.03	.77	30		"	YML AF	1.18	.89	30	W.Sa
"	BOS AF	1.81	1.36	40		Linz, Austria	IDL K	1.34	1.01	40	F	"	IDL TW	1.22	.92	40	Dly
"	CHI AF	1.88	1.42	40		"	YML K	1.30	.98	40	Dly	"	BOS TW	1.21	.91	40	M,W
"	YML AF	1.79	1.34	40		"	IDL BO	1.34	1.01	40	Dly	"	CHI TW	1.28	.98	40	Dly
Kristiansand, Nor.	(See Christianstad, Nor.)					"	YML BO	1.30	.98	40	Dly	"	PHL TW	1.24	.94	40	Dly
Kumasi, Gold Coast	BOS BO	1.57	1.41	40		"	BOS BO	1.32	.99	40		"	MKCT TW	1.36	1.03	40	Dly
"	YML BO	1.85	1.39	40		"	IDL SR	1.34	1.01	40	Dly	"	LAX TW	1.50	1.17	40	Dly
"	IDL BO	1.89	1.42	40		Lisala, Belg. Congo	IDL S	2.20	1.65	40	Th,Sa	"	IDL K	1.22	.92	40	Su,Th
Kuwait, Kuwait	IDL BO	2.05	1.54	40	Dly	"	IDL P	1.12	.84	30	M,W,F	"	YML K	1.18	.89	30	Su,Th
"	BOS BO	2.03	1.52	40	Th,Sa	"	BOS P	1.10	.83	30	Su,T,Th,Sa	"	IDL S	1.22	.92	40	T
"	YML BO	2.01	1.51	40		"	CHI P	1.17	.89	30	Su,T,Th,Sa	"	IDL SS	1.22	.92	40	Dly
"	IDL SR	2.05	1.54	40	Th,Sa	"	IDL S	1.12	.84	30	T.Sa	"	IDL SR	1.22	.92	40	Dly
"	IDL AF	2.05	1.54	40	W.Sa	"	IDL SR	1.12	.84	30	Dly	"	IDL P	1.23	.92	40	Su,T,Th,Sa
"	BOS AF	2.03	1.52	40	Sa	"	IDL IB	1.12	.84	30	W,F	"	BOS P	1.21	.91	40	Su,T,Th,Sa
"	CHI AF	2.10	1.59	40	W.Sa	"	IDL BO	1.12	.84	30	Dly	"	CHI P	1.28	.98	40	Su,T,Th,Sa
"	YML AF	2.01	1.51	40	Su,Th,Sa	"	BOS BO	1.10	.83	30	Th,Sa	"	LAX P	1.50	1.18	40	Su,T,Th,Sa
"	IDL P	2.05	1.54	40	Su,Th,Sa	"	YML BO	1.08	.81	30	M,W,F	Managua, Colombia	MIA P	.48	.36	20	Dly
La Ceiba, Honduras	MSY TA	.43	.25	10	Dly	"	IDL AF	1.12	.84	30	F	"	BRO P	.56	.43	20	M,Th,Sa
Lagos, Nigeria	YML AF	1.79	1.34	40	Dly	"	CHI AF	1.10	.83	30	Sa	"	HOU P	.56	.43	20	Su,W
"	IDL BO	1.83	1.37	40	Dly	"	YML AF	1.08	.81	30	W.Sa	"	LAX P	.70	.53	20	Su,T,Th
"	BOS BO	1.81	1.36	40	Th,Sa	"	IDL SS	1.12	.84	30	M,T,Th,F	"	MSY P	.53	.40	20	Su,W
"	IDL AF	1.83	1.37	40	F	"	LAX SS	1.38	1.09	30	M,Th	"	IDL AV	.58	.47	20	Dly
"	BOS AF	1.81	1.36	40	Sa	"	IDL TW	1.12	.84	30	Dly	"	MIA AV	.47	.35	20	M,T,W,F,Su
"	CHI AF	1.88	1.42	40	W.Sa	"	BOS TW	1.10	.83	30	M,W	Malmo, Sweden	IDL SS	1.27	.95	40	Dly
"	YML AF	1.79	1.34	40	W.Sa	"	PHL TW	1.13	.86	30	Dly	"	LAX SS	1.03	.71	20	Dly
La Guaira, Venez.	MIA K	.40	.30	20	Dly	"	CHI TW	1.17	.89	30	Dly	"	IDL SR	1.27	.95	40	Dly
"	IDL LV	.50	.38	20	Dly except M	"	MKCT TW	1.25	.95	40	Dly	"	IDL BO	1.27	.95	40	Dly
"	MIA LV	.40	.30	20	Dly except Su	"	LAX TW	1.38	1.09	40	Dly	"	BOS BO	1.25	.94	40	Dly
"	IDL P	.50	.38	20	Dly	"	IDL K	1.12	.84	30	Su,M,W,Th,F	"	YML BO	1.22	.92	40	
"	BRO P	.48	.37	20	Su,T,F	"	YML K	1.08	.81	30	W,F,Sa	Malta	IDL BO	1.43	1.07	40	Dly
"	HOU P	.48	.37	20	Dly	"	IDL BO	1.07	.80	30	Dly	"	YML BO	1.39	1.04	40	Th,Sa
"	MIA P	.40	.30	20	Dly	Liverpool, England	BOS RO	1.05	.78	30	Th,Sa	"	BOS BO	1.41	1.06	40	Dly
"	BUJ DC	.50	.33	20	Dly	"	YML RO	1.03	.77	30		Managua, Nicaragua	MIA P	.38	.29	20	M,W,F
"	CHI DC	.52	.35	20	Dly	Livingstone, S. Rhodesia	IDL BO	2.15	1.61	40	Dly	"	MSY P	.44	.33	20	Su,Sa,T,Th
"	ELD DC	.51	.34	20	Dly	"	YML BO	2.11	1.58	40	Dly	"	HOU P	.41	.31	20	Dly
"	EVV DC	.50	.33	20	Dly	"	BOS BO	2.13	1.60	40	Th,Sa	"	BRO P	.39	.30	20	Dly except Su
"	FRA DC	.52	.35	20	Dly	"	IDL AF	2.15	1.61	40	M	"	MSY TA	.38	.29	20	Dly
"	GRW DC	.49	.32	20	Dly	"	BOS AF	2.13	1.60	40	Sa	"	MXF TA	.25	.16	10	Dly
"	HAV DC	.40	.23	20	Dly	"	CHI AF	2.13	1.60	40	W.Sa	"	MIA TN	.30	.19	20	Su,T,W
"	HOT DC	.53	.36	20	Dly	"	YML AF	2.11	1.58	40	W.Sa	Manaos, Brazil	IDL P	1.44	1.44	40	Su,T,W
"	HOU DC	.48	.33	20	Dly	Lome, Fr. W. Afr.	IDL AF	1.83	1.37	40	F	"	MIA P	1.24	1.24	40	Su
"	IND DC	.51	.34	20	Dly	"	BOS AF	1.81	1.36	40	F	"	MSY P	1.48	1.48	40	Su,W
"	JAT DC	.49	.32	20	Dly	"	CHI AF	1.88	1.42	40	F	"	HOU P	1.62	1.62	40	Su,W
"	LIT DC	.51	.34	20	Dly	"	YML AF	1.79	1.34	40	F	"	BRO P	1.55	1.55	40	M,Th,Sa
"	MEM DC	.49	.32	20	Dly	London, England	IDL P	1.10	.83	30	Dly	"	LAX P	1.80	1.40	40	Dly
"	MSY DC	.45	.30	20	Dly	"	CHI P	1.16	.88	30	Dly	"	IDL SS	1.33	1.05	40	Dly
"	PUK DC	.50	.33	20	Dly	"	PHL P	1.12	.84	30	Dly	"	IDL AF	1.07	.80	40	
"	STL DC	.51	.34	20	Dly	"	IDL TW	1.10	.83	30	Dly	"	BOS AF	1.05	.78	40	
"	SHV DC	.51	.34	20	Dly	"	BOS TW	1.08	.81	30	M,T,Th	"	CHI AF	1.12	.85	40	
"	HUF DC	.52	.35	20	Dly	"	CHI TW	1.16	.88	30	19 Wkly	"	YML AF	1.03	.77	40	
"	TOL DC	.52	.35	20	Dly	"	PHL TW	1.12	.84	30	19 Wkly	"	IDL S	1.07	.80	30	Su,T,Th
"	MKCT DC	.53	.36	20	Dly	"	IDL TW	1.23	.95	40	19 Wkly	"	IDL SR	1.07	.80	30	Dly
"	SGF DC	.52	.35	20	Dly	"	LAX TW	1.37	1.08	40	19 Wkly	"	IDL BO	1.07	.80	30	Dly
"	KIN DC	.34	.17	20	Dly	"	IDL EL	1.10	.83	30	T,F,Sa	"	BOS BO	1.05	.78	30	Dly
"	MIA RN	.40	.30	20	Dly	"	IDL S	1.10	.83	30	Dly except M	"	YML BO	1.03	.77	30	
"	MIA BZ	.40	.30	20	T,Th,Sa	"	IDL SW	1.10	.83	30	Dly	Manila, Philippines	LAX P	2.50	1.88	40	Su,M,W,F
"	IDL BO	.50	.38	20		"	IDL BO	1.06	.79	30	Dly	"	SFO P	2.50	1.88	40	Su,M,W,F
"	MIA BO	.40	.30	20		"	BOS BO	1.06	.79	30	Th,Sa	"	PDX P	2.49	1.87	40	Su,M,W,F
"	YML BO	.55	.42	20		"	IDL SS	1.10	.83	30	Dly	"	SEA P	2.50	1.88	40	Su,M,W,F
Lahore, Pakistan	BOS BO	2.59	1.94	40		"	LAX SS	1.37	1.08	40	Dly	"	IDL P	3.38	2.54	40	Su,M,W,F
"	YML BO	2.57	1.93	40		"	IDL AF	1.10	.83	30	Six Dly	"	BOS P	3.37	2.52	40	M,T,W,F
"	IDL BO	2.61	1.98	40		"	BOS AF	1.08	.81	30	Sa	"	CHI NW	2.71	2.03	40	Su,T,Sa
Lambourne, F.E.A.	IDL AF	2.15	1.61	40	W,F	"	CHI AF	1.16	.88	30	W.Sa	"	CLE NW	2.73	2.05	40	Su,T,Sa
"	BOS AF	2.13	1.60	40	Sa	"	YML AF	1.06	.79	30	W.Sa	"	VIP NW	2.73	2.05	40	Su,T,Sa
"	CHI AF																

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Manta (Cont'd)	BRO P	74	56	20	M
	LAX P	87	56	30	Su
Manzanilla, Cuba	MIA P	14	09	10	Dly
Maracaibo, Venezuela	MIA P	40	38	20	Dly
	IDL P	50	38	20	M,W,Sa
	MSY P	45	34	20	Su,T,F
	HOU P	48	37	20	Dly
	BRO P	48	37	20	M,Th,Sa
	LAX P	63	47	20	Su,T,W,Sa
	MIA K	40	30	07	M
	YML K	55	42	20	M
	MIA RN	40	30	20	M,Th
	IDL LV	50	37	20	Dly except M
	MIA LV	41	31	20	Dly except Su
	IDL BO	40	30	20	
	IDL BO	50	38	20	
Maroua, F.E.A.	IDL AF	2.15	1.61	40	M,F
	BOS AF	2.13	1.60	40	Sa
	CHI AF	2.21	1.66	40	W,Sa
	YML AF	2.11	1.58	40	W,Sa
Marseilles, France	IDL AF	1.25	94	40	Dly
	BOS AF	1.23	93	40	Sa
	CHI AF	1.31	99	40	W,Sa
	YML AF	1.21	91	40	W,Sa
	IDL P	1.25	94	40	2 Dly
	CHI P	1.31	99	40	2 Dly
Martinique, Fr. W. Ind.	IDL P	39	29	20	Su,T,Th
	IDL BO	39	29	20	
	MIA BO	32	24	20	
Matadi, Belgian Congo	IDL S	2.24	1.68	40	Su,W,Th,Sa
Mauritius	IDL AF	2.78	2.09	40	M,T,Sa
	BOS AF	2.76	2.07	40	Sa
	CHI AF	2.83	2.14	40	W,Sa
	YML AF	2.74	2.05	40	W,Sa
	IDL BO	2.78	2.09	40	Dly
	YML BO	2.74	2.05	40	Dly
	BOS BO	2.78	2.09	40	Dly
Mayaguez, P. R.	MIA R	22	20	10	Dly
	BAL R	22	18	10	M,T,W,Th,F
	BOS R	26	21	10	M,T,W,Th,F
	CHI R	32	25	20	M,T,W,Th,F
	CVG R	29	23	20	M,T,W,Th,F
	CLE R	28	22	10	M,T,W,Th,F
	YIP R	29	23	20	M,T,W,Th,F
Mayaguez, Cuba	MIA P	15	12	10	Dly
Manzanilla, Mexico	LAX P	26	22	10	Dly
	BRO P	26	20	10	M,Th,Sa
	HOU P	29	22	20	Dly
Medan, Sumatra	IDL BO	3.08	2.31	40	Dly
	YML BO	3.04	2.28	40	Th,Sa
	BOS BO	3.06	2.30	40	Dly
	IDL K	2.98	2.24	40	W,Sa
	YML K	2.94	2.21	40	W,Sa
Medellin, Colombia	IDL AV	61	46	20	Dly
	MIA AV	51	39	20	M,W,F,Su
	MIA P	51	39	20	Su,M,W
	MSY P	55	43	20	Su,T,Sa
	BRO P	60	45	20	M,Th
	HOU P	60	45	20	T,F
	LAX P	73	55	20	Su,T,W,Sa
Merida, Mexico	MIA P	25	19	10	Dly
	MSY P	23	17	10	Sa,Su,T,Th
	HOU P	23	17	10	Dly
	BRO P	30	23	20	M,Th,Sa
	LAX P	32	25	20	Dly
	LAX P	32	25	10	Dly
Mexicali, Mexico	LAX P	06	05	10	Dly
Mexico City, Mexico	MIA P	34	24	20	Dly
	MSY P	22	16	10	Sa,Su,T,Th,F
	HOU P	16	13	10	Dly except Su
	BRO P	14	11	10	Dly
	LAX P	30	25	20	Dly
	MSY TA	38	19	20	Dly
	LGA A#	35	28	20	Dly
	DCA A#	33	26	20	Dly
	BUF A#	33	28	20	Dly
	CLE A#	31	25	20	Dly
	CHI A#	29	23	20	Dly
	DAL A#	20	15	10	Dly
	LAX A#	30	25	20	Dly
	ELP A#	20	16	10	Dly
Mexico City (Cont'd)	SAT A#	.15	.11	.10	Dly
	IDL AF#	.35	.28	.20	Dly
	YML BO	.37	.30	.20	Dly
Milan, Italy	IDL LI	1.33	.98	.40	M,W
	IDL LI	1.31	.98	.40	M,W
	BOS AF	1.31	.98	.40	Sa
	CHI AF	1.39	1.05	.40	W,Sa
	YML AF	1.29	.97	.40	W,Sa
	IDL S	1.33	1.00	.40	Su,T,Th,F
	IDL K	1.33	1.00	.40	Dly
	YML K	1.29	.97	.40	Su,Th,F
	IDL BZ	1.33	1.00	.40	Dly
	BOS TW	1.31	.98	.40	Th,Sa
	CHI TW	1.39	1.05	.40	9 Weekly
	PHL TW	1.35	1.02	.40	Dly
	MKCT TW	1.46	1.11	.40	9 Weekly
	LAX TW	1.60	1.25	.40	9 Weekly
	IDL SW	1.33	1.00	.40	Th,Sa
	IDL SS	1.33	1.00	.40	Th,Sa
	LAX SS	1.60	1.25	.40	W,Th,Sa
	IDL BO	1.33	1.00	.40	Dly
	BOS BO	1.31	.98	.40	Dly
	YML BO	1.29	.97	.40	Dly
	IDL SR	1.33	1.00	.40	Dly
	BOS P	1.31	.98	.40	2 Dly
	CHI P	1.39	1.05	.40	2 Dly
Minatitlan, Mexico	MIA P	.38	.29	.20	Dly
	MSY P	.31	.24	.20	Su,T,Th,Sa
	BRO P	.21	.16	.10	M,Th,Sa
	HOU P	.24	.19	.10	Dly
	LAX P	.38	.29	.20	Dly
Mitsis, F.E.A.	IDL AF	2.15	1.61	.40	F
	BOS AF	2.13	1.60	.40	Sa
	CHI AF	2.21	1.66	.40	W,Sa
	YML AF	2.11	1.58	.40	W,Sa
Moanda, Bel. Congo	IDL S	2.78	2.09	.40	Dly
Mogadishu, It. Somaliland	IDL BO	2.15	1.61	.40	Dly
	YML BO	2.11	1.58	.40	Dly
	BOS BO	2.13	1.60	.40	Dly
Mombasa, Kenya	IDL BO	2.15	1.61	.40	Dly
	BOS BO	2.13	1.60	.40	Dly
	YML BO	2.11	1.58	.40	Dly
Monrovia, Liberia	IDL AF	1.73	1.31	.40	Sa
	BOS AF	1.73	1.30	.40	Sa
	CHI AF	1.81	1.37	.40	W,Sa
	YML AF	1.71	1.28	.40	W,Sa
	IDL P	1.75	1.31	.40	Th
	BOS P	1.73	1.30	.40	Th
	CHI P	1.81	1.37	.40	Th
Montego Bay, Jamaica	MIA P	.20	.15	.10	Dly
	IDL AV	.30	.23	.20	T,Sa
	MIA BO	.20	.15	.10	M,W,Sa
	IDL BO	.30	.23	.10	Sa
	YML BO	.35	.27	.20	Dly
	BUJ DC	.30	.23	.20	Dly
	CCS DC	.35	.26	.20	Dly
	CHI DC	.32	.25	.20	Dly
	DAL DC	.30	.23	.20	Dly
	YIP DC	.35	.27	.20	Dly
	EVV DC	.30	.23	.20	Dly
	FTW DC	.35	.26	.20	Dly
	FVA DC	.30	.23	.20	Dly
	HAY DC	.17	.13	.10	Dly
	HOU DC	.30	.23	.20	Dly
	IND DC	.31	.24	.20	Dly
	JAN DC	.30	.22	.20	Dly
	MKC DC	.33	.25	.20	Dly
	LIT DC	.31	.24	.20	Dly
	MEM DC	.30	.22	.20	Dly
	MSY DC	.28	.21	.10	Dly
	PUK DC	.30	.23	.20	Dly
	STL DC	.31	.24	.20	Dly
	SHV DC	.30	.23	.20	Dly
	TOL DC	.35	.25	.20	Dly
Monteria, Colombia	IDL AV	.61	.46	.20	Dly
	MIA P	.51	.39	.20	T,Th,Sa
	BRO P	.60	.45	.20	M,Th,Sa
	HOU P	.60	.45	.20	Su,W
Monterrey, Mexico	DAL A#	.13	.09	.10	Dly
	ELP A#	.13	.09	.10	Dly
Monterrey (Cont'd)	LAX A#	.24	.18	.10	Dly
	SAT A#	.07	.04	.10	Dly
	LGA A#	.27	.22	.10	Dly
	BUF A#	.25	.21	.10	Dly
	CLE A#	.23	.18	.10	Dly
Montevideo, Uruguay	IDL P	1.51	1.13	.40	Dly
	MIA P	1.43	1.08	.40	Dly
	MSY P	1.51	1.13	.40	Dly ex. M,W
	HOU P	1.53	1.15	.40	W,Th,Sa
	BRO P	1.53	1.15	.40	M,Th
	LAX P	1.67	1.25	.40	M,W,Th
	IDL V	1.51	1.13	.40	W,Sa
	MIA BZ	1.32	.99	.40	T,Th,Sa
	IDL BZ	1.14	.86	.40	
Montreal, Que., Canada	LGA C	.07	5.00m	.10	Dly
	IDL T	.08	5.00	.10	Dly
	CHI T	.10	8.40	.10	Dly
	CLE T	.08	6.10	.10	Dly
	LGA NE	.08	5.50	.10	Dly
	BOS NE	.07	5.50	.10	Dly
Moscow, U.S.S.R.	IDL AF*	1.79	1.34	.40	
	BOS AF*	1.77	1.33	.40	
	CHI AF*	1.85	1.40	.40	
	YML AF*	1.75	1.32	.40	
	IDL SS	1.79	1.44	.40	M,W,F,Sa
	LAX SS	2.06	1.70	.40	T,W,F,Sa
Mouila, F.E.A.	IDL AF	2.15	1.61	.40	
	BOS AF	2.13	1.60	.40	
	CHI AF	2.21	1.66	.40	
	YML AF	2.11	1.58	.40	
Moundou, F.E.A.	IDL AF	2.15	1.61	.40	
	BOS AF	2.13	1.60	.40	
	CHI AF	2.21	1.66	.40	
	YML AF	2.11	1.58	.40	
Mozambique, Moz.	BOS BO	2.13	1.60	.40	
	YML BO	2.11	1.58	.40	
	IDL BO	2.15	1.61	.40	
Munich, Germany	IDL P	1.30	.98	.40	Dly
	BOS P	1.28	.97	.40	Dly
	CHI P	1.36	1.03	.40	M,T,Th,F,Sa
	IDL LH	1.30	.98	.40	M,T,Th,F,Sa
	IDL SS	1.30	.98	.40	Dly
	LAX SS	1.57	1.23	.40	Dly
	IDL S	1.30	.98	.40	M,T,W,Sa
	IDL AF	1.30	.98	.40	T,W,Th,Sa
	BOS AF	1.28	.97	.40	Sa
	CHI AF	1.36	1.03	.40	W,Sa
	YML AF	1.26	.95	.40	W,Sa
	IDL K	1.30	.98	.40	Su,Th,F
	YML K	1.26	.95	.40	Su,Th,F
	IDL LI	1.30	.98	.40	Dly
	BOS LI	1.28	.97	.40	Dly
	IDL SW	1.30	.98	.40	Dly
	IDL BO	1.30	.98	.40	Dly
	BOS BO	1.28	.97	.40	Dly
	YML BO	1.26	.95	.40	Dly
Nairobi, Kenya	IDL BO	2.15	1.61	.40	Dly
	YML BO	2.11	1.58	.40	Dly
	BOS BO	2.13	1.60	.40	W,F,Sa
	IDL EL	2.09	1.57	.40	T,F,Sa
	IDL AF	2.15	1.61	.40	F,T
	ROS AF	2.13	1.60	.40	Sa
	CHI AF	2.21	1.66	.40	W,Sa
	YML AF	2.11	1.58	.40	W,Sa
	IDL S	2.15	1.61	.40	Th
	IDL SS	2.15	1.61	.40	F
	LAX SS	2.42	1.87	.40	Sa
Naples, Italy	IDL LI	1.42	1.07	.40	Dly
	BOS LI	1.40	1.06	.40	M,W
	IDL S	1.42	1.07	.40	3 Dly
Nassau, Bahamas	MIA P	.07	.05	.10	M
	YML P	.22	.18	.10	M
	YTO P	.22	.18	.10	M
	IDL BO	.17	.13	.10	Dly
	MIA BO	.07	.05	.10	Dly
	YML BO	.22	.17	.10	Dly
Natal, Brazil	IDL P	1.46	1.46	.40	Su,W,Sa
	MIA P	1.25	1.25	.40	M
	MSY P	1.48	1.48	.40	M
	HOU P	1.62	1.62	.40	Su,T
	BRO P	1.55	1.55	.40	T

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Natal (Cont'd)	LAX P	1.80	1.80	40	M,W	Oso (Cont'd)	YML BO	1.20	90	30		Port Elizabeth, So. Africa	IDL BO	2.35	1.76	40	Dly
"	BIA BZ	.98	.75	30	T,Th,Sa	"	IDL SR	1.24	.93	40	Dly	"	BOS BO	2.33	1.75	40	Dly
"	IDL BZ	1.14	.86	30		Ottawa, Ont., Canada	LGA C	.07	.06	10	Dly	"	YML BO	2.31	1.73	40	
Nattitongou, F.W.A.	IDL V	1.46	1.46	40	Sa,W	"	IDL T	.07	3.10	10	Dly	Port Gentil	IDL AF	2.15	1.61	40	
"	IDL AF	1.83	1.37	40		Ouagadougou, F.W.A.	908 AF	1.83	1.37	40		"	BOS AF	2.13	1.60	40	
"	BOS AF	1.81	1.36	40		"	CHI AF	1.81	1.36	40		"	CHI AF	2.21	1.66	40	
"	CHI AF	1.88	1.42	40		"	YML AF	1.79	1.34	40		Port Harcourt (Nigeria)	IDL BO	2.00	1.50	40	Dly
"	YML AF	1.79	1.34	40		"	IDL AF	2.15	1.61	40		"	BOS BO	1.96	1.47	40	Dly
N'Dola, N. Rhodesia	IDL S	2.15	1.61	40	Th	"	BOS AF	2.13	1.60	40		"	YML BO	1.94	1.46	40	
"	IDL BO	2.15	1.61	40	Dly	"	CHI AF	2.21	1.66	40		Port of Spain, Trinidad	IDL P	.45	.34	20	Su,T,Th,F
"	BOS BO	2.13	1.60	40	Dly	"	YML AF	2.11	1.58	40		"	MIA P	.38	.29	20	Dly
"	YML BO	2.11	1.58	40		"	IDL BO	3.05	2.29	40	Dly	"	MSY P	.45	.34	20	T,Th,F
N'Gaunderere, F.E.A.	IDL AF	1.83	1.37	40	F	Palembang, Sumatra	IDL BO	3.01	2.25	40	Th,Sa	"	HOU P	.48	.37	20	M,W,Th,Sa
"	BOS AF	1.81	1.36	40		"	YML K	3.01	2.25	40	T,F,Sa	"	BRO P	.48	.37	20	T,Th
"	CHI AF	1.88	1.42	40		"	IDL K	3.05	2.29	40	Dly	"	LAX P	.63	.48	20	Su,M,W
"	YML AF	1.79	1.34	40		"	IDL LI	1.42	1.07	40	Dly	"	YML T	.50	.38	20	W
Niamey, Fr. W. Afr.	IDL AF	1.83	1.37	40	M,F	Palermo, Italy	BOS LI	1.40	1.06	40	M,W,F	"	YTO T	.50	.38	20	W
"	BOS AF	1.81	1.36	40	F	"	IDL IB	1.32	.99	40		"	MIA K	.38	.29	20	M,T,Th,Sa
"	CHI AF	1.88	1.42	40		Palma, Majorca	IDL AF	1.30	.98	40		"	IDL BO	.45	.34	20	Dly
"	YML AF	1.79	1.34	40		"	BOS AF	1.28	.97	40		"	YML BO	.50	.38	20	
Nice, France	IDL S	1.27	.95	40	W,Th,F,Sa	"	CHI AF	1.36	1.03	40		"	MIA BO	.38	.29	20	
"	IDL AF	1.27	.95	40	Dly	"	YML AF	1.28	.95	40		"	IDL AL	.45	.30	20	F
"	BOS AF	1.25	.94	40	Sa	"	IDL K	1.30	.98	40	M,W,F	"	IDL LV	.50	.38	20	Dly except M
"	CHI AF	1.32	1.00	40	W,Sa	Panama City, Pan.	MIA P	.39	.30	20	Dly	"	MIA BZ	.27	.19	10	Su,T,Th
"	YML AF	1.22	.92	40	W,Sa	"	MSY P	.45	.34	20	Su,M,W,Sa	"	IDL BZ	.43	.30	20	Dly
"	IDL P	1.27	.95	40	T,Sa	"	HOU P	.48	.37	20	Dly	Port Sudan, Ang. Eg. Sudan	IDL BO	2.01	1.51	40	Th,Sa
"	BOS BO	1.25	.94	40	Dly	"	BRO P	.48	.37	20	Su,T,F	"	YML BO	1.99	1.49	40	
"	IDL BO	1.27	.95	40	Dly	"	LAX P	.61	.41	20	Dly	Porto Alegre, Brazil	IDL V	1.52	1.15	40	Su,T,F
"	YML BO	1.22	.92	40		"	HOU B	.48	.36	20	M,T	"	IDL V	1.52	1.14	40	W,Sa
"	IDL K	1.27	.95	40	Su,Th,F	"	CRP B	.48	.36	20	M,T	"	MIA P	1.42	1.07	40	M,Th,Sa
"	YML K	1.22	.92	40	M,Th,Sa	"	DAL B	.51	.38	20	M,T	"	MSY P	1.70	1.27	40	M,Th,F,Sa
"	IDL SR	1.27	.95	40	Dly	"	BRO B	.48	.36	20	M,T	"	HOU P	1.48	1.11	40	Su,Th,F
"	IDL SS	1.27	.95	40	T,W,Th,Sa	"	FTW B	.51	.38	20	M,T	"	BRO P	1.80	1.36	40	Su,F
"	LAX SS	1.83	1.31	40	W,Sa	"	MIA B	.39	.30	20	M,T,Th,F,Sa	"	LAX P	2.14	1.24	40	Su,T,W
"	IDL BO	1.66	1.25	40	Dly	"	SAT B	.51	.38	20	M,T	"	MIA BZ	1.22	.80	40	T,Th,Sa
Nicosia, Cyprus	IDL EL	1.65	1.25	40	T,F,Sa	"	MSY TA	.45	.21	20	Dly	Porto Nacional, Brazil	IDL BZ	1.18	.81	40	T,Th,Sa
"	YML BO	1.62	1.22	40		"	MIA K	.39	.29	20	T,F	"	IDL BZ	1.18	.81	40	Su,W,F
"	BOS BO	1.64	1.23	40	Th,Sa	"	YML K	.54	.41	20	F	Prague, Czechoslovakia	IDL K	1.35	1.01	40	M,T,Th
Nome, Alaska	SEA P	.55	.26	20	T,Th,Sa	"	PIE AS	.30	.19	20	Su,W	"	IDL SR	1.35	1.01	40	Dly
Norrböping, Sweden	IDL SS	1.17	.88	30	Dly	"	IDL LV	.49	.37	20	M,W,Sa	"	IDL BO	1.35	1.01	40	Dly
North Bay, Ont., Canada	IDL T	.09	6.50	10	Dly	Pantelleria, Italy	IDL LI	1.55	1.14	40	Dly	"	BOS BO	1.33	1.00	40	Dly
Noumea, New Caledonia	IDL AF	3.64	2.73	40	F	"	BOS LI	1.53	1.13	40	M,W	"	YML BO	1.31	.98	40	
"	BOS AF	3.62	2.72	40	Sa	Paramaribo, Surinam	IDL P	.64	.48	20	Su,T	"	LAX SS	1.61	1.27	40	Dly
"	CHI AF	3.70	2.79	40	W,Sa	"	MIA P	.57	.43	20	Su,T	"	IDL AF	1.35	.91	40	Dly except Su
"	YML AF	3.60	2.70	40	W,Sa	"	MSY P	.64	.48	20	T	"	BOS AF	1.33	1.00	40	Sa
Neuva Gerona (Iale of Pines), Cuba	MIA EA	.14		10	Dly	"	HOU P	.68	.51	20	T	"	CHI AF	1.41	1.07	40	W,Sa
Neuva Ocotepaque, Hon.	MSY TA	.47	.36	20	M,W,F	"	BRO P	.68	.51	20	T	"	YML AF	1.31	.98	40	W,Sa
Nuremberg, Germany	MEX TA	.27	.21	20	T,Th,Sa	"	LAX P	.81	.61	30	W	Preston, Cuba	MIA P	.20	.15	10	Dly
"	IDL K	1.27	.96	40	Dly	"	MIA K	.57	.43	20	Su,Th,Sa	Prestwick, Scotland	IDL SS	1.03	.78	30	Dly
"	YML K	1.23	.93	40	Su,Th,F,Sa	Paris, France	IDL S	1.17	.88	30	Dly except M	"	YML K	1.03	.78	30	T,Th,Sa
"	IDL LH	1.27	.96	40	Dly	"	IDL EL	1.17	.88	30	Dly	"	IDL K	1.03	.78	30	Dly
"	IDL SS	1.27	.96	40	Dly	"	IDL SS	1.17	.88	30	Dly	"	IDL BO	1.03	.78	30	Dly
"	LAX SS	1.84	1.21	40	Dly	"	LAX SS	1.43	1.13	40	Dly	"	YML BO	.99	.74	30	Dly
"	IDL S	1.27	.96	40	T,Th,F	"	IDL IB	1.17	.88	30	M,W,F	"	BOS BO	1.01	.76	30	Th,Sa
"	IDL AF	1.27	.96	40	Dly except F	"	IDL SR	1.17	.88	30	Dly	"	IDL P	1.03	.78	30	Dly
"	BOS AF	1.26	.94	40	Sa	"	IDL AF	1.17	.88	30	Dly	"	BOS P	1.02	.76	30	Dly
"	CHI AF	1.33	1.01	40	W,Sa	"	BOS AF	1.15	.86	30	Sa	Puerto Cabezas, Nic.	MSY TA	.60	.47	20	Dly
"	YML AF	1.23	.93	40	W,Sa	"	CHI AF	1.22	.93	40	W,Sa	"	MEX TA	.48	.38	20	Dly
"	IDL BO	1.27	.96	40	Dly	"	YML AF	1.22	.93	40	W,Sa	Puerto Cortes, Honduras	MSY TA	.42	.24	20	Dly
"	BOS BO	1.26	.94	40	Dly	"	IDL K	1.12	.84	30	Su,Th,F	"	MEX TA	.25	.18	10	Dly
"	YML BO	1.23	.93	40	Dly	"	IDL LI	1.17	.88	30	Dly	Puerto Saures, Bol.	MIA P	1.17	.87	30	M,Sa
"	IDL SR	1.27	.96	40	Dly	"	BOS LI	1.15	.87	30	M,W	"	HOU P	1.26	.94	40	Su,F
"	IDL SW	1.27	.96	40	Dly	"	IDL TW	1.17	.88	30	23 Wkly	"	BRO P	1.26	.94	40	Su,F
"	IDL P	1.27	.96	40	Dly	"	BOS TW	1.15	.86	30	24 Wkly	"	MSY P	1.26	.94	40	Su,F
Oaxaca, Mexico	MIA P	.81	.29	20	Su,T,Th,Sa	"	CHI TW	1.22	.93	40	24 Wkly	"	LAX P	1.39	.95	40	Sa
"	BRO P	.19	.15	20	M,Th,Sa	"	PHL TW	1.18	.89	30	23 Wkly	Pusan, Korea	CHI NW	2.07	2.03	40	Su,T,Th
"	HOU P	.21	.16	20	Dly	"	MKC TW	1.30	.98	40	24 Wkly	"	YIP NW	2.72	2.04	40	Su,T,Th
"	LAX P	.35	.29	20	Dly	"	LAX TW	1.43	1.13	40	24 Wkly	"	SEA NW	2.52	1.89	40	Su,T,Th
Okinawa	CHI NW	2.77	2.03	40	Su,T,Th,Sa	"	IDL P	1.17	.88	30	Dly	"	MSP NW	2.66	2.00	40	Su,T,Th
"	YIP NW	2.72	2.04	40	Su,T,Th,Sa	"	BOS P	1.15	.88	30	Su,T,Th	"	IDL NW	2.76	2.07	40	Su,T,Th
"	MKE NW	2.70	2.03	40	Su,T,Th,Sa	"	IDL BO	1.17	.88	30	Dly	"	PDX NW	2.52	1.89	40	Su,T,Th
"	MSP NW	2.66	2.00	40	Su,T,Th,Sa	"	BOS BO	1.15	.86	30	Dly	"	MSY P	.70	.53	20	Su,T,W
"	IDL NW	2.76	2.07	40	Su,T,Th,Sa	"	YML BO	1.12	.84	30		Quito, Ecuador	HOU P	.73	.55	20	T,Th,F
"	PDX NW	2.52	1.89	40	Su,T,Th,Sa	"	IDL SW	1.17	.88	30		"	BRO P	.73	.55	20	F
"	SEA NW	2.52	1.89	40	Su,T,Th,Sa	Parnahyba, Brazil	IDL P	1.33	1.33	40	Sa,T,Sa	"	PIE AS	.56	.39	20	
"	SFO J	2.52	1.89	40	Su,T,Th,Sa	"	MIA P	.99	.67	30	Sa,T	"	IDL AV	.74	.56	20	M,W,F
"	LAX P	2.50	1.88	40		"	MIA BZ	.90	.61	30	T,Th,Sa	"	MIA AV	.64	.48	20	M,W,F
Oran, Algeria	IDL AF	1.36	1.02	40	T,W,Th,Sa,Su	Pereira, Colombia	IDL AV	.64	.48	20	T,W,Th,F,Sa	"	BOS AF	1.25	.94	40	
"	BOS AF	1.34	1.01	40	Sa	"	MIA AV	.54	.41	20	T,W,Th,F,Sa	"	CHI AF	1.33	1.27	40	
"	CHI AF	1.42	1.07	40	W,Sa	"	BRO P	.63	.48	20	M,Th,Sa	"	YML AF	1.23	.93	40	
"	YML AF	1.32	.99	40	W,Sa	"	HOU P	.63	.48	20	Su,W	Rangoon, Burma	IDL BO	2.82	2.11	40	Dly
Oruro, Bolivia	MIA P	1.11	.83	30	Su	"	MSY P	.80	.45	20	Su,W	"	YML BO	2.78	2.08	40	
"	MSY P	1.17	.87	30	F	Pisa, Italy	LAX P	.77	.58	20	T,Th,Sa	"	BOS BO	2.80	2.10	40	Th,Sa
"	HOU P	1.19	.90	30	F	"	IDL SW	1.37	1.03	40	Dly	"	IDL K	2.82	2.11	40	Sa
"	BRO P	1.19	.90	30	Sa	"	BOS LI	1.36	1.01	40	M,W	"	IDL SS	2.82	2.11	40	Sa
"	LAX P	1.32	1.00	40	Su	Pointe a Pitre, Guad.	YML BO	.40	.30	20		"	IDL AF	2.82	2.11	40	
Osaka, Japan	SFO J	2.40	1.87	40	Su,T,Th,Sa	"	IDL P	.35	.27	20	Su,T,Th	"	BOS AF	2.80	2.10	40	
"	IDL NW	2.85	2.14	40	Dly	"	MIA P	.29	.22</								

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Reunion (Cont'd)	CHI AF	2.69	2.09	.40	W,Sa	San Juan,	IDL P	22	20	10	Four Daily	Singapore (Cont'd)	SFO J	2.55	1.91	.40	Su,T,Th,Sa
Rio de Janeiro, Bra.	YML AF	2.67	2.00	.40	W,Sa	Puerto Rico	MIA P	15	12	10	Four Daily	"	IDL K	2.92	2.19	.40	Su,W,Sa
"	IDL P	1.42	1.07	.40	Dly	"	MIA R	15	12	10	Dly	"	YML K	2.88	2.16	.40	Sa,W
"	MIA P	1.52	1.00	.40	Dly	"	IDL R**	22	20	10	Dly	"	IDL LU	2.99	2.10	.40	Dly except T
"	MSY P	1.53	1.16	.40	T,F	"	BAL R	22	18	10	M,T,W,Th,F	"	IDL NW	2.79	2.10	.40	M,W,F
"	HOU P	1.42	1.07	.40	T,F	"	BOS R	26	21	10	M,T,W,Th,F	"	YIP NW	2.75	2.06	.40	M,W,F
"	BRO P	1.67	1.26	.40	T,F	"	CHI R	32	25	10	M,T,W,Th,F	"	MKE NW	2.73	2.05	.40	M,W,F
"	LAX P	1.57	1.18	.40	Su,T,W	"	CVG R	29	23	10	M,T,W,Th,F	"	CHI NW	2.73	2.05	.40	M,W,F
"	IDL V	1.42	1.07	.40	W,Sa	"	CLE R	28	22	10	M,T,W,Th,F	"	MSF NW	2.69	2.02	.40	M,W,F
Rio de Janeiro	IDL BZ	1.20	.84	.30	T,Th,Sa	"	YIP R	29	23	10	M,T,W,Th,F	"	BOS NW	2.79	2.18	.40	M,W,F
"	IDL BZ	1.36	.95	.40	T,Th,Sa	"	CHI DC	32	25	20	M,Th,Sa	"	PDX NW	2.55	1.91	.40	M,W,F
"	DAL B	1.42	1.07	.40	T	"	YIP DC	31	24	20	M,Th,Sa	"	SEA NW	2.55	1.91	.40	M,W,F
"	HOU B	1.38	1.04	.40	T	"	MEMDC	26	21	10	Sa	"	MSY TA	.55	.42	.20	Dly
"	BRO B	1.38	1.04	.40	T	"	CHI E**	25	20	20	Dly	Siuna, Nicaragua	MEX TA	.43	.33	.20	M,T,W,Th,F
"	CRP B	1.38	1.04	.40	T	"	YIP E**	23	20	20	Dly	Sofia, Bulgaria	IDL K	1.66	1.24	.40	Sa
"	FTW B	1.42	1.07	.40	T	"	IDL E**	22	20	10	Three Dly	Stanleyville,	IDL S	2.15	1.61	.40	Su,T,W,Th,F
"	SAT B	1.42	1.07	.40	T	"	MIA E**	12	10	10	Dly	Bel Congo	"	"	"	"	"
"	MIA B	1.27	.96	.40	T,Th,Sa	"	BAL E	22	18	10	"	Stavanger, Norway	IDL SS	1.24	.93	.40	Dly
"	YML RO	1.28	.97	.40	T	"	BOS E	26	21	10	"	"	LAX SS	1.51	1.19	.40	Dly
Robertsfield, Lib.	IDL AF	1.75	1.31	.40	W	"	CLE E	28	22	10	"	Stockholm, Sweden	IDL SS	1.27	.95	.40	Dly
"	BOS AF	1.73	1.30	.40	Sa	"	MEME	28	22	10	"	"	LAX SS	1.53	1.21	.40	Dly
"	CHI AF	1.81	1.37	.40	W,Sa	San Pedro Sula,	MIA TN	20	15	15	M,Th	"	IDL K	1.27	.95	.40	Dly
"	YML AF	1.71	1.28	.40	W,Sa	Hond.	MSY TA	21	15	15	T,Sa	"	YML K	1.22	.92	.40	Su,Th,F
"	IDL P	1.31	1.00	.40	T	San Salvador,	MIA P	37	25	20	M,W,F,Sa	"	IDL RO	1.27	.95	.40	Dly
"	BOS P	1.73	1.30	.40	Th	El Salvador	MSY P	39	29	20	Sa,Su,T,Th	"	BOS BO	1.25	.94	.40	Dly
Robore, Bolivia	MIA P	1.17	.87	.30	M	"	HOU P	36	28	20	Dly	"	YML BO	1.22	.92	.40	Dly
"	MSY P	1.22	.92	.40	M	"	BRO P	34	26	20	Dly except Su	"	IDL S	1.27	.95	.40	Dly except M
"	HOU P	1.26	.94	.40	Su	"	LAX P	50	38	20	Su,W,Sa	"	IDL P	1.27	.95	.40	Dly
Rome, Italy	IDL S	1.39	1.04	.40	Su,W	"	MSY TA	37	18	10	Dly	"	BOS P	1.25	.94	.40	Dly
"	IDL LI	1.39	1.04	.40	Dly	"	MEX TA	20	12	10	Dly	"	IDL SR	1.26	.95	.40	Dly
"	BOS LI	1.37	1.03	.40	M,W	"	PIE AS	25	18	10	T,Th,Sa	"	IDL AF	1.27	.95	.40	Su,M,Th,F
"	IDL BO	1.37	1.03	.40	Dly	"	MIA TN	25	17	10	M,Th	"	BOS AF	1.25	.94	.40	Sa
"	BOS BO	1.37	1.03	.40	Th,Sa	Santa Clara, Cuba	MIA P	13	.09	10	Dly	"	YML AF	1.22	.92	.40	W,Sa
"	YML BO	1.35	1.01	.40	Th,Sa	Santa Cruz, Bolivia	MIA P	1.17	.87	.30	M,Th	"	YML AF	1.22	.92	.40	W,Sa
"	IDL EL	1.39	1.04	.40	T,F,Sa	"	MSY P	1.22	.92	.40	M,Th	Strasbourg, France	IDL S	1.23	.93	.40	Su,T,F
"	IDL SS	1.39	1.04	.40	Dly	"	HOU P	1.24	.93	.40	Su,W	Stuttgart, Germany	IDL P	1.26	.95	.40	Dly
"	LAX SS	1.36	1.03	.40	Dly	"	BRO P	1.24	.93	.40	Su,T	"	BOS P	1.24	.94	.40	Dly
"	IDL AF	1.39	1.04	.40	Dly	"	LAX P	1.37	1.03	.40	Su,W	"	IDL LH	1.26	.94	.40	M,T,Th,F,Sa
"	BOS AF	1.37	1.03	.40	W,Sa	Santa Maria, Azores	IDL P	.86	.65	.30	Su,T,Th,Sa	"	IDL S	1.24	.93	.40	T,W,Th,F
"	CHI AF	1.45	1.10	.40	W,Sa	"	BOS P	.84	.64	.30	Su,Th,Sa	"	IDL BO	1.26	.94	.40	Dly
"	YML AF	1.35	1.01	.40	W,Sa	"	IDL TW	.86	.65	.30	M,T,W	"	BOS BO	1.24	.93	.40	Dly
"	IDL K	1.39	1.04	.40	Dly	"	BOS TW	.84	.64	.30	T,W	"	YML BO	1.22	.91	.40	Dly
"	YML K	1.35	1.01	.40	T,Th,F	"	CHI TW	.92	.70	.30	M,T,W	"	IDL SS	1.26	.94	.40	Dly
"	IDL TW	1.39	1.04	.40	30 Wkly	"	PHL TW	.88	.67	.30	M,T,W	"	LAX SS	1.52	1.20	.40	Dly
"	BOS TW	1.37	1.03	.40	M,Th,F	"	MKC TW	.99	.76	.30	M,T,W	"	IDL SR	1.26	.94	.40	Dly
"	CHI TW	1.45	1.10	.40	30 Wkly	"	LAX TW	1.13	.90	.30	M,T,W	"	IDL K	1.26	.94	.40	Dly
"	PHL TW	1.41	1.06	.40	30 Wkly	Santa Marta, Colombia	IDL AV	.56	.43	.20	M,Th,Sa	"	YML K	1.22	.99	.40	Su,Th,F
"	MKC TW	1.52	1.15	.40	31 Wkly	"	MIA AV	.46	.35	.20	Su,M,W,Th	"	IDL SW	.97	.74	.30	Dly except F
"	LAX TW	1.66	1.30	.40	31 Wkly	"	MIA P	.46	.35	.20	Dly	"	IDL AF	1.26	.94	.40	Sa
"	IDL SR	1.39	1.04	.40	Dly	"	BRO P	.55	.42	.20	M,Th,Sa	"	BOS AF	1.24	.93	.40	W,Sa
"	IDL P	1.39	1.04	.40	Dly	"	MSY P	.53	.40	.20	Su,W	"	CHI AF	1.32	1.00	.40	W,Sa
"	BOS P	1.37	1.03	.40	Dly	"	LAX P	.69	.52	.20	Su,T,Th	"	YML AF	1.22	.91	.40	W,Sa
"	CHI P	1.45	1.10	.40	Dly	Santiago, Chile	MIA P	1.31	.98	.40	Dly	"	IDL SW	1.26	.94	.40	Dly
"	IDL SW	1.39	1.04	.40	Dly	"	IDL P	1.41	1.06	.40	Dly	Suva, Fiji Islands	SFO Q	1.78	1.36	.40	Su,Th
"	IDL IB	1.39	1.06	.40	M,W,F	"	MSY P	1.37	1.03	.40	Dly	"	SFO P	1.78	1.36	.40	M,T,Th,Sa
Saigon, Indo-China	IDL AF	3.12	2.34	.40	Su,T,W,F,Sa	"	HOU P	1.41	1.06	.40	Dly	"	SFO Q	1.78	1.35	.40	M,W,F
"	BOS AF	3.10	2.33	.40	Sa	"	BRO P	1.41	1.06	.40	Su,T,F,Sa	"	YLR P	1.78	1.35	.40	Sa
"	CHI AF	3.18	2.39	.40	W,Sa	"	LAX P	1.53	1.15	.40	M,Th,Sa	Sydney, Australia	LAX P	2.21	1.66	.40	M,T,Th,Sa
"	YML AF	3.08	2.31	.40	W,Sa	Sao Luis, Brazil	IDL P	.95	.72	.30	Su,T,W,Sa	"	SFO P	2.21	1.66	.40	M,T,Th,Sa
"	IDL BO	3.08	2.34	.40	Dly	"	MIA P	.88	.66	.30	Th	"	SEA P	2.21	1.66	.40	M,T,Th,Sa
"	BOS BO	3.10	2.33	.40	Dly	"	MSY P	.95	.72	.30	Su,M,T,W,Th	"	PDX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO J	2.54	1.91	.40	Su,T,Th,Sa	"	HOU P	.98	.74	.30	T,Th	"	SFO Q	2.20	1.66	.40	M,W,F
"	SFO P	3.18	2.39	.40	M,F	"	BRO P	.98	.74	.30	Su,T,Th	"	YVR Q	2.20	1.66	.40	Sa
"	IDL NW	2.79	2.09	.40	Su,M,Sa	"	LAX P	1.12	.84	.30	M,W,F	"	IDL K	3.51	2.63	.40	F
"	YIP NW	2.74	2.06	.40	Su,M,Sa	"	MIA HZ	.99	.59	.30	T,Th,Sa	"	YML K	3.50	2.63	.40	Sa
"	MKE NW	2.73	2.05	.40	Su,M,Sa	"	IDL V	1.09	.82	.30	W,Sa	"	IDL BO	3.51	2.63	.40	Dly
"	CHI NW	2.72	2.05	.40	Su,M,Sa	Sao Paulo, Brazil	IDL P	1.42	1.07	.30	Dly except M	"	YML RO	3.47	2.60	.40	Th,Sa
"	MSF NW	2.69	2.01	.40	Su,M,Sa	"	MIA P	1.32	1.00	.30	Th	"	BOS RO	3.49	2.62	.40	M,Th
"	BOS NW	2.79	2.09	.40	Su,M,Sa	"	MSY P	1.53	1.16	.40	W	"	HNL R	1.56	1.17	.40	M,Th
"	PDX NW	2.54	1.91	.40	Su,M,Sa	"	HOU P	1.42	1.07	.40	T	"	YVR BC	2.20	1.66	.40	M,T,Th
"	SFA NW	2.54	1.91	.40	Su,M,Sa	"	BRO P	1.67	1.26	.40	T	"	IDL NW	2.51	1.91	.40	M,W,F
St. Croix, Virg. Is.	IDL P	.27	.21	.10	Su,T,Th	"	LAX P	1.57	1.18	.40	T,Sa	"	YIP NW	2.46	1.88	.40	M,W,F
St. John, N. B.	MIA P	.20	.15	.10	Su,T,Th	"	SFO P	1.57	1.18	.40	T,Sa	"	MKE NW	2.42	1.86	.40	M,W,F
St. John, N. B.	BOS T	.05	.40	.20	10 Dly	"	IDL V	1.42	1.07	.40	W,Sa	"	CHI NW	2.42	1.86	.40	M,W,F
St. John, Antigua,	IDL P	.25	.19	.10	Su,M,T,Th	"	MIA BZ	1.20	.84	.30	T,Th,Sa	"	MSF NW	2.43	1.84	.40	M,W,F
B.W.I.	MIA P	.25	.19	.10	Su,M,T,Th	"	IDL BZ	1.36	.98	.40	T	"	BOS NW	2.52	1.93	.40	M,W,F
St. John, N. F.	BOS T	15	12	.30	10 Dly	"	BRO P	1.38	1.04	.40	T	"	PDX NW	2.20	1.66	.40	M,W,F
St. Kitts, B.W.I.	IDL BO	.36	.27	.05	Dly	"	CLB B	1.38	1.04	.40	T	"	SFN NW	2.20	1.66	.40	M,W,F
"	MIA BO	.25	.20	.10	"	"	DAL B	1.42	1.07	.40	T	Sydney, N. E.	BOS T	.09	7.40	.10	Dly
"	YML BO	.38	.29	.20	"	"	FTW B	1.42	1.07	.40	T	Taipei, Formosa	IDL NW	2.77	2.08	.40	T,Th,Sa
St. Lucia	MIA K	.26	.20	.10	"	"	HOU B	1.38	1.04	.40	T	"	YIP NW	2.73	2.05	.40	T,Th,Sa
Windward Is.	IDL BO	.40	.30	.20	Dly	"	MIA B	1.27	.96	.40	T,Th,Sa	"	MKE NW	2.71	2.03	.40	T,Th,Sa
"	MIA BO	.33	.25	.20	"	"	SAT B	1.42	1.07	.40	T	"	MSF NW	2.67	2.00	.40	T,Th,Sa
"	YML BO	.45	.35	.20	"	"	CHI NW	2.70	2.03	.40	Su,T,Th	"	CHI NW	2.71	2.03	.40	T,Th,Sa
St. Thomas,	IDL P	.26	.21	.10	Su,T,Th	"	MKE NW	2.72	2.04	.40	Su,T,Th	"	PDX NW	2.53	1.90	.40	T,Th,Sa
Virgin Is. (U.S.)	MIA P	.19	.15	.10	Su,T,Th	"	MSF NW	2.66	2.00	.40	Su,T,Th	"	SFA NW	2.83	1.90	.40	T,Th,Sa
"	YML BO	.31	.25	.20	"	"	IDL NW	2.76	2.07	.40	Su,T,Th	"	BOS NW	2.77	2.06	.40	T,Th,Sa
Salisbury, So. Rhod.	IDL BO	2.15	1														

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Tangier, Morocco...	IDL AF	1.26	.95	.40	Sa,Su,T	Tokyo (Cont'd)	YML BO	3.74	2.80	.40	.....	Vienna (Cont'd)	CHI AF	1.42	1.08	.40	W,Sa
"	BOS AF	1.24	.93	.40	Sa	"	BOS BO	3.76	2.82	.40	Th,Sa	"	BOS AF	1.35	1.01	.40	Sa
"	CHI AF	1.32	1.00	.40	W,Sa	"	IDL K	3.78	2.83	.40	Su,T,F	"	YML AF	1.32	.99	.40	W,Sa
"	YML AF	1.22	.92	.40	W,Sa	"	SFO J	2.49	1.87	.40	Su,T,Th,Sa	"	IDL LI	1.37	1.03	.40	Dly
"	IDL BO	1.26	.95	.40	.....	"	IDL J	2.74	2.05	.40	.....	"	BOS LI	1.35	1.02	.40	M,W
"	BOS BO	1.24	.93	.40	.....	Toronto, Ont., Can.	LGA A**	.07	.0478	.10	Dly	"	IDL SS	1.37	1.03	.40	Th,Sa
"	YML BO	1.22	.92	.40	.....	"	IDL A**	.07	.0478	.10	Dly	"	LAX SS	1.53	1.28	.40	Th,Sa
Tapachula, Mexico.	MIA P	.43	.32	.20	Dly	"	EWB A**	.07	.0478	.10	Dly	"	IDL K	1.37	1.03	.40	Su,T,W,F,Sa
"	MSY P	.39	.19	.20	Sa,Su,T,Th	"	BUF A**	.07	.0478	.10	Dly	"	YML K	1.31	1.00	.40	Sa
"	HOU P	.29	.22	.20	Dly	"	IDL T	.07	4.80	.10	Dly	"	IDL BO	1.37	1.03	.40	Dly
"	BRO P	.28	.21	.10	Dly except Su	Trapani, Italy.....	IDL LI	1.48	1.12	.40	Dly	"	BOS BO	1.35	1.01	.40	Dly
"	LAX P	.43	.33	.20	Dly	"	BOS LI	1.46	1.11	.40	M,W	"	YML BO	1.72	.99	.40	.....
Tegucigalpa, Hon....	MIA P	.37	.28	.20	W,F,Sa	Trieste, Italy.....	IDL LI	1.40	1.05	.40	Dly	"	IDL SR	1.37	1.03	.40	Dly
"	MSY P	.40	.30	.20	Sa,Su,T,Th	"	BOS LI	1.38	1.04	.40	M,W	"	IDL EL	1.37	1.03	.40	T,F,Sa
"	HOU P	.30	.30	.20	Sa,T,W,Sa	Trinidad, Cuba.....	MIA P	.15	.11	.10	Dly	Villahermosa, Mex..	MIA P	.34	.26	.20	Dly
"	BRO P	.38	.29	.20	T,F	Tripoli, Libya.....	IDL BO	1.48	1.11	.40	Dly	"	MSY P	.29	.22	.20	Sa,Su,T,Th
"	LAX P	.53	.38	.20	Dly ex. M,W	"	YML BO	1.44	1.08	.40	.....	Visby, Sweden.....	IDL SS	1.32	.99	.40	Dly
"	MSY TA	.37	.18	.20	Dly except Su	"	BOS BO	1.46	1.09	.40	Th,Sa	Wake Island.....	LAX P	1.66	1.22	.40	Dly
"	MEXTA	.23	.16	.20	Dly except Su	"	IDL S	1.48	1.11	.40	Su,T,Th	"	SFO P	1.66	1.22	.40	Dly
"	MIA TN	.20	.17	.15	M,W	Trujillo, Honduras..	MSY TA	.48	.37	.20	Dly	"	PDX P	1.66	1.22	.40	Dly
Teheran, Iran.....	IDL BO	2.13	1.60	.40	Dly	"	MEXTA	.22	.22	.20	M,T,W,Th,F	"	SEA P	1.66	1.22	.40	Dly
"	BOS BO	2.11	1.58	.40	Th,Sa	Tshikapa, Bel. Congo	IDL S	2.32	1.74	.40	Sa	Warsaw, Poland....	IDL S*	1.47	1.10	.40	M,W,Th,F
"	YML BO	2.09	1.56	.40	.....	"	IDL AF	1.35	1.02	.40	Su,M,W,Th,F	"	IDL SR	1.47	1.10	.40	T,W,Th,F,Sa
"	IDL AF	2.13	1.60	.40	Th,Su	"	IDL LI	1.35	1.02	.40	Dly	"	IDL AF*	1.47	1.10	.40	.....
"	BOS AF	2.11	1.58	.40	Sa	"	BOS LI	1.33	1.01	.40	M,W	"	BOS AF*	1.45	1.09	.40	.....
"	CHI AF	2.19	1.63	.40	W,Sa	"	BOS AF	1.33	1.00	.40	Sa	"	CHI AF*	1.53	1.15	.40	.....
"	YML AF	2.09	1.56	.40	W,Sa	"	CHI AF	1.41	1.07	.40	W,Sa	"	YML AF*	1.43	1.08	.40	.....
"	IDL K	2.13	1.60	.40	M,Th	"	YML AF	1.31	.99	.40	W,Sa	"	IDL K	1.47	1.10	.40	M,W
"	YML K	2.00	1.56	.40	W	"	IDL TW	1.35	1.02	.40	F	Wellington, N. Z....	IDL BO	3.95	2.96	.40	Dly
"	IDL LI	2.13	1.60	.40	Dly	"	PHL TW	1.37	1.03	.40	F	"	BOS BO	3.93	2.95	.40	Th,Sa
"	BOS LI	2.11	1.59	.40	M,W	"	BOS TW	1.33	1.00	.40	F	"	YML BO	3.91	2.94	.40	Dly
"	IDL SS	2.13	1.60	.40	T,F	"	CHI TW	1.41	1.07	.40	F	"	SFO Q	2.10	1.50	.40	M,W,F
"	LAX SR	2.39	1.85	.40	T,F	"	MKCT TW	1.48	1.12	.40	F	"	YVR Q	2.10	1.50	.40	Su
"	IDL SR	2.13	1.60	.40	T,F,Sa	"	LAX TW	1.62	1.27	.40	Th	West End (Gr. Bah. Isl.)	MIA BO	.05	.03	.10	.....
"	IDL P	2.13	1.60	.40	Dly ex. T,Th	"	IDL BO	1.35	1.02	.40	Dly	Windhoek, S. W. Africa	IDL BO	2.15	1.61	.40	Dly
"	BOS P	2.11	1.59	.40	Dly ex. T,Th	"	BOS BO	1.33	1.00	.40	Dly	"	BOS BO	2.13	1.60	.40	Dly
Tel Aviv, Israel.....	IDL S	1.79	1.34	.40	Sa	"	YML BO	1.31	.98	.40	.....	"	YML BO	2.11	1.58	.40	.....
"	IDL EL	1.79	1.34	.40	T,F,Sa	Tuxpan, Mexico....	HOU P	.17	.13	.10	Dly	Windsor, Ont., Can.	IDL T	.06	5.50*	.10	Dly
"	IDL LI	1.79	1.34	.40	Dly	"	BRO P	.12	.09	.10	Dly except Su	Winnipeg, Man., Canada	IDL T	.17	14.00*	.10	Dly
"	BOS LI	1.77	1.33	.40	M,W	"	LAX P	.34	.28	.20	Dly	"	YIP NW	.16	.13	.10	Dly
"	IDL K	1.79	1.34	.40	Sa,T	"	LAX P	.34	.28	.20	Dly	"	MKE NW	.13	.10	.10	Dly
"	YML K	1.75	1.31	.40	Sa	Tuxtla, Gutierrez, Mexico	MIA P	.48	.36	.20	Dly	"	MSP NW	.09	.07	.10	Dly
"	IDL BO	1.77	1.33	.40	Th,Sa	"	MSY P	.44	.22	.20	Sa,Su,T,Th	"	PDX NW	.17	.14	.10	Dly
"	YML BO	1.75	1.31	.40	Th,Sa	"	HOU P	.26	.20	.10	Dly	"	CHI NW	.11	.09	.10	Dly
"	IDL TW	1.79	1.34	.40	M,W,F	Usumbura, Ruanda-Urundi	IDL S	2.15	1.61	.40	Dly except M	"	SEA NW	.17	.14	.10	Dly
"	PHL TW	1.81	1.36	.40	M,W,F	"	SEA U	.07	1.0478	.10	Dly	Yaounde, F.E.A....	IDL AF	2.15	1.61	.40	M,W,F
"	CHI TW	1.85	1.39	.40	M,W,F	Vancouver, B. C., Canada	SFO U	.12	.0982	.10	Dly	"	BOS AF	2.13	1.60	.40	Sa
"	MKCT TW	1.91	1.45	.40	M,W,F	"	LGA U	.31	.2946	.10	Dly	"	CHI AF	2.21	1.66	.40	W,Sa
"	LAX TW	2.05	1.60	.40	Su,T,Th	"	BOL U	.32	.3063	.20	Dly	"	YML AF	2.11	1.58	.40	W,Sa
"	IDL AF	1.79	1.34	.40	Sa	"	BOL U	.32	.3061	.20	Dly	Zagreb, Yugo.....	IDL S	1.41	1.05	.40	Th
"	BOS AF	1.77	1.33	.40	Sa	"	EWB U	.31	.2946	.20	Dly	"	IDL SR	1.42	1.05	.40	F
"	CHI AF	1.85	1.39	.40	W,Sa	"	PHL U	.31	.2946	.20	Dly	"	IDL SR	1.24	.93	.40	Dly
"	YML AF	1.75	1.31	.40	W,Sa	"	CLE U	.27	.2541	.10	Dly	"	IDL SS	1.24	.93	.40	Dly
"	IDL SR	1.79	1.34	.40	Su,M,W,F	"	DCA U	.31	.2888	.20	Dly	"	LAX SS	1.51	1.18	.40	Dly
"	IDL SS	1.79	1.34	.40	Sa	"	CHI U	.24	.2195	.10	Dly	"	IDL S	1.24	.93	.40	Dly
"	LAX SS	2.05	1.60	.40	Sa	"	DEN U	.15	1.1363	.10	Dly	"	IDL AF	1.24	.93	.40	M,W,F
Tela, Honduras.....	MSY TA	.42	.35	.20	Dly	"	SLC U	.12	.1035	.10	Dly	"	BOS AF	1.22	.92	.40	Su
"	MEX TA	.26	.19	.20	M,T,W,Th,F	"	LAX U	.15	1.1312	.10	Dly	"	CHI AF	1.30	.98	.40	W,Sa
Tobago, B.W.I.....	IDL BO	.45	.34	.20	M,W,Sa	"	PDX U	.07	.0478	.10	Dly	"	YML AF	1.20	.90	.40	W,Sa
"	MIA BO	.41	.31	.20	.....	"	IDL T	.31	25.60*	.20	Dly	"	IDL EL	1.24	.93	.40	T,F,Sa
Tokyo, Japan.....	IDL P	3.78	2.83	.40	Dly	"	SFO Q	.11	.08	.10	Sa	"	IDL BO	1.24	.93	.40	Th,Sa
"	BOS P	3.76	2.82	.40	Dly	Varadero, Cuba....	MIA P	.08	.06	.10	Dly	"	YML BO	1.20	.90	.40	Dly
"	LAX P	2.50	1.88	.40	M,W,Sa	Venice, Italy.....	IDL LI	1.38	1.04	.40	Dly	"	IDL TW	1.26	.95	.40	Dly
"	SFO P	2.50	1.88	.40	Dly	"	BOS LI	1.36	1.03	.40	M,W	"	PHL TW	1.26	.95	.40	Dly
"	SEA P	2.50	1.88	.40	Dly	Versacruz, Mexico...	MIA P	.39	.30	.20	Dly	"	BOS TW	1.22	.92	.40	Th
"	PDX P	2.50	1.88	.40	Dly	"	HOU P	.21	.16	.10	Dly	"	CHI TW	1.30	.98	.40	Dly
"	IDL AF	3.78	2.83	.40	T,Sa	"	BRO P	.19	.15	.10	M,Th,Sa	"	MKCT TW	1.37	1.04	.40	Dly
"	BOS AF	3.76	2.82	.40	W,Sa	"	MSY P	.34	.26	.20	M,W,F	"	LAX TW	1.51	1.18	.40	Dly
"	CHI AF	3.84	2.89	.40	W,Sa	"	LAX P	.35	.29	.20	Dly	"	IDL SW	1.24	.93	.40	.....
"	YML AF	3.74	2.80	.40	W,Sa	Victoria, Brazil....	MSY P	1.60	1.00	.40	Dly	"	IDL LI	1.24	.93	.40	Dly
"	IDL SS	3.78	2.83	.40	T,Th,Sa	"	HOU P	1.81	1.81	.40	Su,W	"	BOS P	1.22	.92	.40	M,W,F
"	ANC NW	2.39	1.80	.40	Dly	"	BRO P	1.73	1.73	.40	M,Th,Sa	"	IDL P	1.24	.93	.40	Dly
"	CHI NW	2.68	2.01	.40	Dly	"	MIA BZ	1.25	.89	.40	T,Th,Sa	"	BOS P	1.22	.92	.40	Dly
"	YIP NW	2.69	2.02	.40	Dly	"	IDL RZ	1.41	1.00	.40	.....	"	CHI P	1.30	.98	.40	Dly
"	MKE NW	2.68	2.01	.40	Dly	Victoria, B. C.....	IDL T	.32	.26	.20	Dly	"	IDL SW	1.24	.93	.40	.....
"	PIT NW	2.72	2.04	.40	Dly	Victoria de las Tumas, Cuba	MIA P	.14	.00	.10	Dly	"	IDL LI	1.24	.93	.40	Dly
"	PDX NW	2.49	1.87	.40	Dly	Vienna, Austria....	IDL P	1.37	1.03	.40	Su,W,Th,Sa	"	BOS LI	1.22	.92	.40	M,W,F
"	IDL NW	2.74	2.05	.40	Dly	"	BOS P	1.35	1.02	.40	Su,W,Th,Sa	"	IDL P	1.24	.93	.40	Dly
"	SEA NW	2.49	1.87	.40	Dly	"	IDL S	1.37	1.03	.40	Su	"	BOS P	1.22	.92	.40	Dly
"	IDL BO	3.78	2.83	.40	Dly	"	IDL AF	1.37	1.03	.40	T,Th	"	CHI P	1.30	.98	.40	Dly

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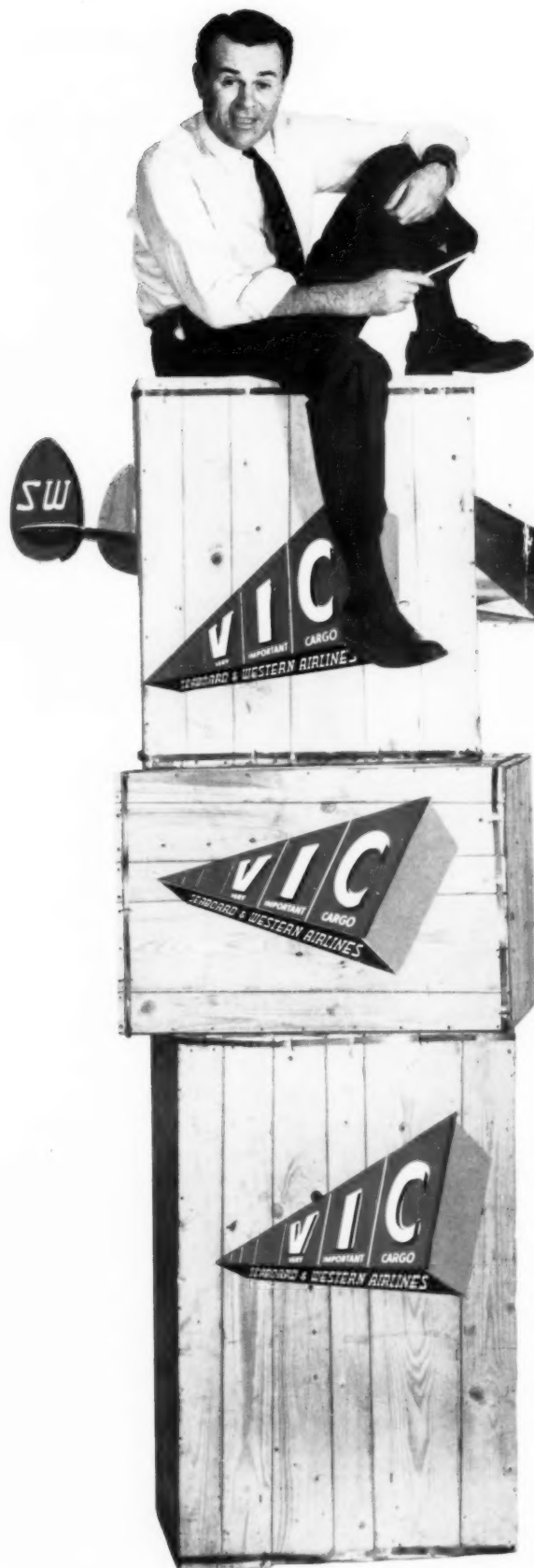
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